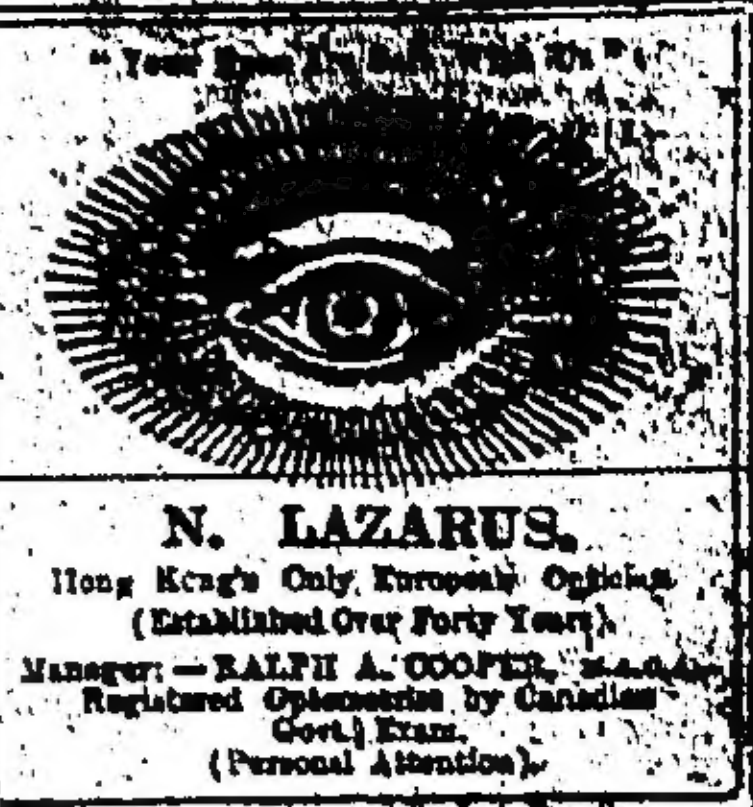


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SAUCE.

Hongkong Daily Press

ESTABLISHED 1857

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No. 21,725 號位廿百柒仟壹萬第 日次初月式辰戊 HONG KONG, WEDNESDAY, FEBRUARY 29th, 1928. 叁拜禮 日次廿月式年八廿百九仟壹英 PRICE: 1/3 PER MONTH

KOWLOON-CANTON RAILWAY.

TIME-TABLE.

WEEKS DAYS.

	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.
Kowloon ...Dep.	8.40	8.05	9.10	10.00	11.00	1.15	2.15	4.35	7.15
Yammat ...Dep.	8.45	8.10	9.15	10.05	11.05	1.20	2.20	4.40	7.20
Shatin ...Dep.	7.01	7.26	8.31	9.21	10.21	1.26	2.26	4.46	7.26
Taipei ...Dep.	7.15	7.40	8.45	9.35	10.35	1.40	2.40	5.00	7.40
Shum Chai ...Dep.	7.30	7.55	9.00	9.50	10.50	1.55	2.55	5.15	7.55
Shum Chai ...Arr.	7.35	8.00	9.05	9.55	10.55	1.55	2.55	5.15	7.55
Shum Chai ...Arr.	7.40	8.05	9.10	10.00	11.00	1.15	2.15	4.35	7.15
Shum Chai ...Arr.	7.45	8.10	9.15	10.05	11.05	1.20	2.20	4.40	7.20
Shum Chai ...Arr.	7.50	8.15	9.20	10.10	11.10	1.25	2.25	4.45	7.25
Shum Chai ...Arr.	7.55	8.20	9.25	10.15	11.15	1.30	2.30	4.50	7.30

	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.
Canton ...Dep.	7.15	8.05	10.35	11.05	11.37	2.58	4.41	5.49	7.24
Shum Chai ...Dep.	7.25	8.15	10.45	11.15	11.47	3.08	4.51	5.59	7.34
Shum Chai ...Dep.	7.35	8.25	10.55	11.25	11.57	3.18	5.01	6.09	7.44
Shum Chai ...Dep.	7.45	8.35	11.05	11.35	12.07	3.28	5.11	6.19	7.54
Shum Chai ...Dep.	7.55	8.45	11.15	11.45	12.17	3.38	5.21	6.29	8.04
Shum Chai ...Dep.	8.05	8.55	11.25	11.55	12.27	3.48	5.31	6.39	8.14
Shum Chai ...Dep.	8.15	9.05	11.35	12.05	12.37	3.58	5.41	6.49	8.24
Shum Chai ...Dep.	8.25	9.15	11.45	12.15	12.47	4.08	5.51	6.59	8.34
Shum Chai ...Dep.	8.35	9.25	11.55	12.25	12.57	4.18	6.01	7.09	8.44
Shum Chai ...Dep.	8.45	9.35	12.05	12.35	1.07	6.11	7.19	8.24	8.54

SUNDAYS AND PUBLIC HOLIDAYS.

	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.
Kowloon ...Dep.	8.40	8.05	9.10	10.00	11.00	1.15	2.15	4.35	7.15
Yammat ...Dep.	8.45	8.10	9.15	10.05	11.05	1.20	2.20	4.40	7.20
Shatin ...Dep.	7.01	7.26	8.31	9.21	10.21	1.26	2.26	4.46	7.26
Taipei ...Dep.	7.15	7.40	8.45	9.35	10.35	1.40	2.40	5.00	7.40
Shum Chai ...Dep.	7.30	7.55	9.00	9.50	10.50	1.55	2.55	5.15	7.55
Shum Chai ...Arr.	7.35	8.00	9.05	9.55	10.55	1.55	2.55	5.15	7.55
Shum Chai ...Arr.	7.40	8.05	9.10	10.00	11.00	1.15	2.15	4.35	7.15
Shum Chai ...Arr.	7.45	8.10	9.15	10.05	11.05	1.20	2.20	4.40	7.20
Shum Chai ...Arr.	7.50	8.15	9.20	10.10	11.10	1.25	2.25	4.45	7.25
Shum Chai ...Arr.	7.55	8.20	9.25	10.15	11.15	1.30	2.30	4.50	7.30

	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.
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Shum Chai ...Dep.	7.35	8.25	10.55	11.25	11.57	3.18	5.01	6.09	7.44
Shum Chai ...Dep.	7.45	8.35	11.05	11.35	12.07	3.28	5.11	6.19	7.54
Shum Chai ...Dep.	7.55	8.45	11.15	11.45	12.17	3.38	5.21	6.29	8.04
Shum Chai ...Dep.	8.05	8.55	11.25	11.55	12.27	3.48	5.31	6.39	8.14
Shum Chai ...Dep.	8.15	9.05	11.35	12.05	12.37	3.58	5.41	6.49	8.24
Shum Chai ...Dep.	8.25	9.15	11.45	12.15	12.47	4.08	5.51	6.59	8.34
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THE CROYDON AIR PORT.

THE SUBSIDY TO IMPERIAL AIRWAYS.

SHARES ON THE INSTALLMENT PLAN.

SIR ALFRED MOND'S OFFER TO HIS WORKERS.

[FROM OUR OWN CORRESPONDENT.]

LONDON, January 28th.

This week the new air port at Croydon was opened by an aeroplane rising from the ground, but there will be an official opening with becoming ceremony later on. The new port has been built with an eye to the future, when day and night great air liners will be leaving for all parts of Europe, for India and the Far East—and, as some think, for America. The port, which provides accommodation for aircraft, has been built on a site of about a quarter of a million pounds sterling. This seems a lot of money in these hard times, but the experts in aviation matters are all agreed that the port may be worth millions to the country later on.

From time to time there have been criticisms about the subsidy paid to Imperial Airways by the Government. It amounts to £137,000 per annum. But for this sum the company maintains not only an efficient and reliable service for passengers and goods, linking up London with most parts of Europe, but also what is in effect a military force.

Under the agreement by which the subsidy is paid 75 per cent. of the personnel must belong to the Royal Air Force Reserve. There are two troops carrying squadrons. The machines are kept in perfect condition, and the efficiency of the ground staff and pilots is equal to that of any station under military control. The amount of traffic is on the increase, and when the new hotel is completed in a few weeks time it will be possible to spend the night at Croydon in comfort, have breakfast, walk out into the grounds to the waiting aeroplane—and dine in Sweden, Berlin, Cannes or even Italy.

Workers As Investors.

Announcement is made of an interesting development by means of which, on the instalment plan, ordinary wage earners can secure a financial interest in the enterprise which enables them to earn their living. It is the idea of Sir Alfred Mond, head of the mammoth chemical combine which bears his name and has ramifications all over the world. In order to give the employees facilities to buy shares in the undertaking, the latter offers to finance the transaction, and to receive payment for the shares out of wages as they are earned.

Insurance companies have for long been in the habit of financing the purchase of houses by members of their staffs. The late Sir George Liversidge inaugurated a system by which employees of gas companies were given bonus shares in the concerns in which they worked so as to stimulate their interest. Bonus shares have also been a feature between the Lever Companies and their employees. But Sir Alfred Mond's scheme is new in the sense that it is the first time a great industrial enterprise has offered to buy shares for workpeople who cared to pay for them by instalments. There is a proviso that such shares must not be sold to make a profit on the turn of the market.

Girls And Football.

One of the things that strikes people attending football matches is the fact that girls are more and more forming a very considerable part of the crowds. For a long time we have known the game-playing girl, and the girl in the sports dress is one of the commonest features of the streets. But the girl who is an enthusiast as an onlooker while others play a game is somewhat new. She is forcing herself on attention this year in the mass. There is no escaping her.

At cup-tie matches in the London area, every Saturday the sports girl is to be seen in her thousands. And the interesting fact is that a large proportion of these bright and lively Daughters of Eve are not Londoners. They come from (Continued on next Column.)

CHINA MERCHANTS' DISPUTE.

SHAREHOLDERS ALLEGATIONS AGAINST DIRECTORS.

NATIONALIST GOVERNMENT ORDERS REORGANIZATION.

SHANGHAI, February 28th.

Yesterday's Chinese papers contained a message which was purported to have been issued by the Minister of Communications of the Nationalist Government, in his capacity as official supervisor of the China Merchants' S.N. Co., in connection with the demands of certain shareholders for reforms, which appeared in the vernacular press on the previous day.

The petition contained very strong statements as to supposed mismanagement of the company's affairs, and the shareholders asked that the Government should cause an investigation to be made and reforms introduced. The petitioners stated that, although the committee appointed by the Government to reorganize the company had been in existence for over a year, no definite action had been taken, and they alleged that matters had gone from bad to worse. It was alleged that few of the larger shareholders had seized all of the company's rights and sold China's shipping interests. The directors are said to have committed numerous blunders and to have kept to their shells the company's profits which, since the Great War, had exceeded \$10,000,000.

Company Of Verve Of Bankruptcy?

In the message offered to above the Minister of Communications is reported to have ordered the complete reorganization of the company. Action in this connection could be delayed no longer. The aim of the Supervisory Committee, of which he was chairman, desired to protect China's shipping rights, especially, he said, as the company is on the verge of bankruptcy. The time was critical and if energetic and immediate action were not taken there was no hope whatever for the company's recovery. The Government simply desired to protect the interests of the shareholders and uphold China's shipping rights. It had no further concern in the matter. Should any directors in the past have assumed their responsibilities, but made mistakes, they would be pardoned and it was hoped that they would mend their ways. It was hoped that all would act in accordance with the orders of the Government, so that the company could be saved. Shareholders should submit ideas with reference to reform and take part in the forthcoming election of directors.—N.C. Daily News.

the Midlands or elsewhere to cheer the home team to victory. One might think that most of them attended because their male friends wanted to see the game. Far from it. They are as well aware of the points in the game as the keenest follower of it could be. Of course, on general grounds there is no reason why girls should not be interested in football, and I am merely mentioning the fact as a feature of English life, and it is worth noting.

New Type Of Variety Theatre.

It is announced this week that the directors of London Theatres of Variety Limited, have decided to sell the Palladium, Holborn Empire, and in all seventeen variety theatres owned by them at a price of £770,000, a deposit of £77,000 having already been paid. Sir William Gibbons, who is at the head of the syndicate responsible for this deal, appears to have definite ideas as regards the kind of entertainment the public desire. He intends to transform the houses into a new type, which he calls "big money" in the enterprise, as may be gathered from the fact that the capital is roughly set down at five million pounds.

Under the new arrangement the Palladium, the popular theatre of varieties off Oxford Street, is to be turned into a place of amusement to attract the multitude. The prices will range from 3/6 in the first few rows of the dress circle to 1/6 in the stalls, and 1/4 in the "top circle," including tax. But this departure, it is to be feared, will mean less work for variety artists, who of late years since the coming of the cinema and the decline of the music hall, have seen the opportunities for making a living gradually diminishing.—H.B.

DIARY OF EVENTS.

To-day.

41st Annual Meeting, H.K. and Kowloon Wharf and Godown Co. at Jardine, Matheson & Co., noon.
Fanning Hunt, meet at Sheung Shui Police Station, 2.45 p.m.
Entries close for Macao Race Club's 41st XI, 4 p.m.
Hockey: Club 1st XI, v. K.O.S.B., U.S.R.C., 3 p.m.
Diocesan Girls' School, Kowloon, Prize Distribution by Mrs. Russell, Brown, 5 p.m.
Public Roup: Race Ponies Auction by Hughes and Hough, H.K. Jockey Club Stable, Causeway Bay 3.15 p.m.
Tea Dances: H.K. Hotel and Hotel Savoy, 4.30 p.m.; King Edward Hotel, 5 p.m.; Lane, Crawford's Restaurant, 4.30-6.30 p.m.; Cafe Regent, 5-6.30 p.m.; Cheer 'O Y.M.C.A. Whist Drive, 7 p.m.
Cafe Regent dinner dance, 8 p.m.
4th Annual Dancing Display by Miss Violet Capell, and her pupils, Star Theatre at 9.15 p.m.
Queen's Theatre: "There You Are."

Miss Chee Toy will sing popular English and Chinese songs.
World Theatre: "Tin Gods" (3.15-9.30 p.m.); Chinese Drama "Romance of a Star" (2.15-7.15 p.m.).
Star Theatre: "The Side Show of Life."
Principal Mails—Inward: Europe via Siberia (Yammat); Europe via Negapatam (Yammat); papers only.

Thursday.

St. David's Day.
St. David's Society wreath laying ceremony at Cenotaph, 11 a.m.
St. David's Society annual dinner, Lane, Crawford Restaurant, 3 p.m.
H.K.C.C. Annual Lawn Tennis Tournament starts.
Cheer 'O Y.M.C.A. Dance, 7.30 p.m.
Ladies' night, Y.M.C.A. Kowloon, 8 p.m.
Around-the-World-ship—Franconia due.
Tea Dances: H.K. Hotel and Hotel Savoy, 4.30 p.m.; King Edward Hotel, 5 p.m.; Lane, Crawford's Restaurant, 4.30-6.30 p.m.
Queen's Theatre: "The Scarlet Letter."
Star Theatre: "Introduce Me."
Principal Mails—Inward: Europe via Suez (Mongolia), letters and papers. Outward: Europe via Siberia (Porthos), 1.30 p.m.

Friday.

Ember Day.
Helen May Institute Bible Study Study Circle, 10.30 a.m.
Sir Miles Lampson leaves on the Franconia.
Hockey: H.K. Hockey Club "A" v. K.O.S.B., King's Park, 3 p.m.
Tea Dances: H.K. Hotel and Hotel Savoy, 4.30 p.m.; King Edward Hotel, 5 p.m.; Lane, Crawford's Restaurant, 4.30-6.30 p.m.
Cheer 'O Y.M.C.A. Musical Evening, 7.30 p.m.
H.M.S. Titania dances at Lane, Crawford's Restaurant, 8.30 p.m.
Queen's Theatre: "The Scarlet Letter."
World Theatre: "The Confession of a Queen."
Star Theatre: "Introduce Me."
Principal Mails:—Outward: Australia and ports (Tanda), 2.30 p.m.; Europe via Siberia (Mongolia), 8.30 a.m.

Saturday.

Golf: Captain's Cup, Fanning, Fanning Hunt: Spring Steeple Chase Mtg., Kwantai.
Yachting:—Menagerie Race (Racing Yachts).
Tennis: Ladies Recreation Club, American Tournament, 2.30 p.m.
H.K. Rifle League annual meet, Kowloon City Range.
Cricket:—League Games: Navy v. University; Kowloon v. Chinese R.C. Franciscans (Second Div.).
H.K. Electric v. Recreio; Police v. Navy.
Tea Dances: H.K. Hotel and Hotel Savoy, 4.30 p.m.; King Edward Hotel, 5 p.m.; Lane, Crawford's Restaurant, 4.30-6.30 p.m.; Cafe Regent, 5-6.30 p.m.
Principal Mails:—Outward: Europe via Marseilles (Macedonia), 10.30 a.m.; Europe via Siberia (Sunning), 2.30 p.m.

Sunday.

Golf: Captain's Cup, Fanning, 2nd Week in Lent.
Yachting: Commodore's v. Club, H.K. Rifle League Annual Meet, Kowloon City Range.
Queen's Theatre: "The Circus."
World Theatre: "Mandrill."
Star Theatre: "The Whole Town's Talking."

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[S]

YOU

DECK GAMES.

PITIFUL PLAINT FROM A SUFFERER.

"MAN IS A GREGARIOUS ANIMAL."

A "PRICELESS WITTICISM" REGARDED AS A SCIENTIFIC FACT.

[By TOMEK.]

I consider that the voyage was a success from Marseilles to Port Said, but, as my destination was Japan, those few days were a flea bite among much prickly heat. The Mediterranean gave us, of her best, a loping swell beneath a blue sky, a kindly sun taking the nip off; it is not so hard to finish leave after all!

But the lights of Port Said came in sight, and my peace was shattered. The first indication I had of this was when the gangway was lowered and down it swarmed a crowd of strangers. They were those who had been in the chrysalis stage, to be hatched by the steamy heat of Egypt's night. In each face, pale and set by the strong gangway lights, I could read the same stern resolve—"To-night Mr. Simon Artz shall seek his couch the richer by the profit on one Fancy Dress."

If there is one thing attractive about a sea voyage it is to be allowed to lie at full length in a chair and to read a novel. Even this, I hold, can be done in more comfort in my own home. Of course there is more in a sea voyage: I read in my local paper that one couple on the *Belgenland* are making their fourth trip on her; now no one could possibly do a thing like that simply to obtain a satisfactory condition under which to read Edgar Wallace.

But for me this voyage was merely a connecting link between the bottom of my family and the hard words of my No. 1. I considered it my right to have a last delightful slack before four years more of Bills of Lading and General Average. Vain hope. Why, the Company on whose ship I was travelling actually leapt into print with the statement that the Captain was instructed to do all in his power to help the passengers in their conduct of Deck Sports.

The whole fault lies with the humourist who said, "Man is a gregarious animal." One of the Company's Directors read this at a moment when he was distracted through worry about the price of coal, mistook for a scientific fact this priceless witticism, and at once dictated a letter to Gamages ordering one hundred Bull Boards.

I hate being made to be gregarious. The bulk of our British residents in the East are Englishmen and Scotsmen, and they find it very hard when I am gregarious with them; this always makes me feel awkward. I fully realise that it is all through a mistaken sense of kindness on the part of the Directors that Deck Sports were instituted; let no one think I do not appreciate that. What troubles me is finding a reason for the expectation that I shall confide all my troubles to and make a bosom friend of Mr. S. merely because he has thrown a quail at me and broken my finger nail.

From Port Said onward my soul was hardly my own. The Notice Boards fluttered with slips of paper conveying meetings; aggressive strangers, strongly imbued with a spirit of gregariousness, worried me to attend. For the sake of peace I went to the chief meeting.

The Colonel "had great honour done him" by being elected chairman. Humble gentlefolk (not necessarily as distinct from Colonels), attacked by the germ, became secretaries of committees and sub-committees and simultaneously pests and annoyances.

Sheets of foolscap appeared with lists of matches to be played. Practising was commenced feverishly. One lady set herself out to win the Bucket Quota, and practised every afternoon, having carefully placed the bucket on the deck above my head.

Once the competitions started in earnest none of those who had practised so assiduously could be found. Natural shyness, perhaps, accounted for it: the feeling men have just before the first game for their varsity; the gregarious spirit insufficiently developed.

I found that the best way is to keep in the background until the day "on which this round must be finished." Then take a bucket and sit in the vicinity of the Deck Games; care should be taken that the book selected is not too interesting. "Bird Life in Malaya" in preference to "Nat Gould," for instance. When you have read two pages a bustling committee man will ask if you are Ercott; you say, "No, I'm Ercott," but, typical errors don't count, and you are dragged off to play Deck Quoits.

With luck you lose, and with a little more heartiness "That's quite all right," valediction from your partner you retire to the Fauna and Flora till you are "organised" for the purpose of Deck Tennis.

I umpired a Ladies' Double at Bull Board once, and when the final sandbag plunked on its square I returned to my cabin and cursed the day I promised Mother I would be a teetotaler.

I won the Men's Singles Bucket Quoit. I will detail the story, if I may:—
Round 1.—Opponent scratched.
Round 2.—Opponent called "Tails."
Round 3.—Opponent at a table in the Bar stuck on four fives in two ridiculous minutes.
Final.—Opponent called "Heads."

Final.—Opponent insisted on playing; his wife watched him, and he had not the "match" spirit, while the Final of the Ladies' Singles was decided by a couple of school-girls in aim.

At the Prize Giving I received a silver cigarette box. The other prizes were equally valuable, and I know that, if Mrs. X. for winning the Ladies' Singles Deck Tennis had received less value than Mr. Herbert (Erb) Bloggs does for scoring three goals for Bloomsbury United in the League she would have been deeply offended.

The night before Penang was warmish, as it often is, so the Games (!) Committee organised a Treasure Hunt through the bowels of the ship.

On leaving the ship the only tip I grudgingly gave to the Deck Steward: in the secrecy of his family circle I am sure he is a charming man, but on board the s.s. — what a gregarian!

SHAMEEN MUNICIPAL COUNCIL.

REPORT FOR 1927.

SATISFACTORY ALL ROUND.

The annual general meeting of Shameen ratepayers takes place to-day (Wednesday) at the British Consulate-General. The Acting Consul-General, Mr. J. F. Brennan, will preside.

The following points are taken from the Municipal Council's report which will be presented at the meeting:—

Police.—The general behaviour and work of all ranks has been excellent. Although the disturbances in Canton did not affect Shameen directly, yet it called for extra duty from the Police, and all ranks, Indian and Chinese, responded willingly.

Special mention must be made of Ng Yau (Police Interpreter), Himat Khan (Indian-Crown Sergeant) and Wong Yuk San (Chinese Crown Sergeant) for their devotion to duty throughout the year.

Discipline.—The discipline has been very good. Minor offence reports, 24. One dismissal for misconduct. The total number of persons dealt with was 44.

Five hundred taels of opium were confiscated and handed over to the C.M. Customs.

The present strength of the force is as follows:—Indians, 19; Chinese, 19; detectives, 2; interpreter, 1; cooks, 2. Total, 43.

FIRE BRIGADE.—Brigade strength is 12 Indian and 3 Chinese members of the Police force who receive special allowances for this work.

Fires on Shameen, nil; fires on Shaukei vicinity, 5.

The state of engine and hose is good.

The Census.—non Chinese: 1926, 457; 1927, 487. Chinese: 1926, 603; 1927, 1,094.

Census returns for the year under review do not include the troops stationed on the Concession.

Mosquito BARRIERS.—A great number of holes in banyan trees were filled in with cement in order to destroy breeding grounds of mosquitoes.

BUILDINGS.—Only work that was considered necessary to maintain the buildings in good repair was effected during 1927, but in the next year certain renewals will have to be taken in hand.

MUNICIPAL AND RECREATION GROUNDS.—These have been maintained in good condition during the year with the exception of the football ground, which has been kept open for troops, for drilling and recreational purposes in addition to the usual football and hockey matches.

SEPTIC TANKS.—There are now 35 on this Concession. One of these has its own pumping installation.

BOATHOUSE.—The Council put forward a resolution that \$2,445 be raised as additional tax to repair the boathouse. If not carried the structure will probably be demolished.

CEMETERIES.—Both have been maintained in fair condition during the year. There were three burials.

JETTIES.—Both the Municipal Pier at Shameen and the Cemetery Jetty have been maintained in good repair.

WATERWORKS.—The machinery and plant have been maintained in good condition and repair during the year under review.

REPORT OF THE MEDICAL OFFICER OF HEALTH.—The year under review has, on the whole, been a healthy one.

There have been three typhoid cases, all Japanese. One is pleased to see the increasing popularity of anti-typhoid inoculation amongst the public, which is probably the reason for the decrease in the incidence of this disease. The increase in the number of flush systems with the consequent elimination of the night-soil coolie may also be a factor both as regards typhoid and dysentery.

A few cases of dysentery, but a marked decrease on former years.

There were two severe dengue fever epidemics, when a large proportion of the population, both foreign and Chinese, were attacked. These epidemics were remarkable for the extreme severity of nature of many of the cases, of greater severity than any of the former epidemics in my experience.

At times the water supply has not been quite up to the standard to which we have been used. This has been under the careful consideration of those in charge of the waterworks, and following certain adjustments, we have every reason to hope that it will now return to its normal standard of excellence.

The Council have wisely prohibited any further flush system being connected with the waterworks as these throw a considerable strain on the plant.

The military organised an anti-mosquito campaign during the summer with marked success. The thanks of the ratepayers are particularly due to Capt. G. L. Simons, R.A.M.C., in this connection.

MUNICIPAL NURSING HOME.—This has been established in part of the Victoria Hotel for just over a year and has filled a very real need.

THE "BIG SWORDS" MASSACRED.

TERRIBLE REPRISALS BY TROOPS AT TUNGHUA.

JAPANESE CONSULAR REPORT.

The following report received at Mukden from the Japanese Sub-Consulate, Tunghua, will give a fairly connected notion of how the "Big Swords" got suppressed:

On January 28th, the police reinforcement from Mukden returned home. By the 27th one brigade under General Wu, with 3,000 more infantry, cavalry, and artillery, were all on the field. On the 30th ult., part of the insurgents capitulated, handing over 600 rifles and spears. The 'Red' leader, Chang, was caught by a ruse, pilloried and thrown into jail. He was executed on 4th inst.

On the 30th ult., the insurgents' base stretching into the interior from Shuangkou was attacked. The insurgents dispersed and plundered in groups of about 100 each. The Government troops chased them hard.

General Wu ordered to butcher the male population above 15 years from Wutaokou to Hungtuai, destroying their houses by fire.

Eight Children Decapitated. This order set the soldiers looting and committing other excesses. At one house, 8 children were decapitated like so many turnips with stable knives. The cattle, horses, pigs, and poultry were all seized and eaten. On the 4th inst. General Wu, with 1,000 infantry and cavalry, withdrew to Tunghua.

1,200 Men Killed Or Executed. Between January 4th and February 6th, 1927, "Big Swords" were killed on the field, or executed. The wounded are approximately put at about 300. 330 houses were destroyed. Among the government troops, 70 were killed and 180 more wounded. 130 of them were treated by the Japanese Red Cross people, and of this number 80 may die. About 300 soldiers are said to have deserted the ranks during the fighting. On the 6th inst. General Wu left Tunghua for Mukden, and the town has been resorted to quiet, but what with the stop of the soldiers in the town and what with the fall of Fengping, Tunghua looks badly gutted, as if by a devastating hurricane.

—*Manchuria Daily News*.

POISON GAS IN CHINA.

FIRST USED AT CHOWCHOW.

PEKING, February 15th.

It is worth recording that the first serious attempt to use poison gas in Chinese warfare was made by the besieging Fengtien forces at Chowchow. Gas shells of an unknown nature was fired into the town and were found to be ineffective. Inquiries made among the refugees have brought forth the information that the shells when they burst had a nauseating effect and that some persons were coming to what was termed permanent injury.

In military circles in Peking, where it is claimed that insurance against Feng's Yu Hsing in Honan is serious, it is explained that the movement is inspired largely by a General Tien, son of Wu Pei Fu's former retainer, Tien Wei Chin, who seeks revenge upon the erstwhile "Christian General" for burying his father alive. According to the story, which is quite seriously told in Peking, Feng invited Tien Wei Chin and Chin Yun Ao to a conference at Kaifeng and prepared for their reception by having two deep drawers dug. Tien came with two retainers, one he left outside, and was buried alive in one of the pits; but Chin turned up with a guard of 80 armed retainers whom he brought in with him, so that he is still at large and his grave empty.

Nurse Shiraz has carried on her duties in a very conscientious and competent manner, and the Nursing Home is running very satisfactorily.

DRENCH CORPS.—Arms and equipment on loan from H.M. Government are maintained in good order and repair.

The revenue has been \$90,332.01 as against an estimate of \$78,330. The increase is due principally to increases in water sales, business and godown taxes and wharfage dues. Expenditure amounted to \$91,044.71 as against \$87,330; the increase due principally to waterworks running expenses on account of the extra demand on the plant and the fact that two of the filters required attention, to depreciation allowance being only one half the amount written off and to necessary repairs to the Bund Wall not allowed for in the Budget.

The overdraft with the Hong Kong and Shanghai Banking Corporation at the end of 1926 stood at \$50,039.12 against which appeared an amount of \$7,500 in Building Reserve Fund whilst at the end of the year under review it was \$54,044.20 against which appeared Building Reserve Fund \$22,500.

NEGRO ANTHEM.

K.C. CHANTS IT TO PRIVY COUNCIL.

DISCUSSION IN MILITANT HYMNS.

Certain militant hymns were quoted by Law Lords, and the Ethiopian anthem was chanted by a K.C. during the hearing before the Judicial Committee of the Privy Council of an appeal from the judgment of the Chief Justice of the Supreme Court of Honduras.

The appeal was by the Universal Negro Improvement Association, Incorporated, against the Honduras judge's finding that the bequest by a negro, Mr. Isaiah Emanuel Morter, of his estate for the African Redemption Fund was void as against public policy. The judgment was given in an action by the widow.

The judge held it was against public policy because it was intended that the redemption of Africa was to be effected by revolution and war.

Lord Haldane said he saw in the constitution book the use of military terms in regard to organisation.

Mr. Simonds, K.C. (for the association): There is also a universal Ethiopian anthem which was heard at the trial.

Lord Carson: Did they sing it? (Laughter.)

Mr. Simonds: No, it was read, as I will read some of it now.

Mr. Simonds chanted: Ethiopia, thou land of our fathers. Thou land where the gods love to be.

As storm cloud at night sudden gathers. Our armies come rushing to thee. We must in the fight be victorious. When words are thrust outward to gleam.

For us will the victory be glorious. When led by the red, black, and green.

—*Law Lords Quote Hymns*.

Lord Haldane said he should like to hear the tune of the Ethiopian anthem. Could Mr. Simonds help them?

Mr. Simonds said he regretted he could not sing it.

Lord Haldane: Because it is very odd. I found in a hymn book the other day the "Deutschland über Alles" tune, which was sung all through the war, and the Austrian national anthem is sung to the tune of several hymns.

Lord Carson: I do not think you could sing this anthem to the tune of "God Save the King." (Laughter.)

Lord Haldane: I think there is no doubt that this is a battle song. But then so are revival hymns. Look at "Hold the Fort."

Lord Shaw: Look at the spirit of "Onward, Christian Soldiers." (Laughter.)

Mr. Simonds: And as I stand here, "Fight the good fight" occurs to me (Laughter.)

Later, Lord Carson observed that no one would draw an inference against the Salvation Army, for which he had a profound respect, because it had captains of divisions.

The hearing was adjourned.

BATTLE OF MANY BOOKS.

The scene in court "is thus amusingly described by "B. E. Corder" of the *Daily Mail*.

Police courts I know, county courts contain no secrets, and the Judicial Committee of the Privy Council sitting in Downing-street has a ritual understood only by the privileged few.

Negro anthems were chanted by K. C.s in this legal Holy of Holies, and the effect was like jazz dancing in a cathedral.

The room of the Judicial Committee of the Privy Council is something between a church and the British Museum. The roof looks as high as the Albert Hall, and there are four splendid white marble fireplaces that do not work, and half a dozen radiators that do.

And everywhere there are books, not ordinary books, but rare books of records bound in calf and mystery.

The three Law Lords of the committee, each of whom is more than 70 years of age, seemed to be the only really human people present. Lord Haldane, with his metaphysical face and his thin voice, was sometimes petulant but always human. Lord Shaw, with his ruddy complexion and his white moustache, was argumentative in a social manner, and Lord Carson, looking remarkably fit and youthful, preserved a masterly silence.

Here in this big, lofty room I heard romance set to monotony. Thrilling things were said in tones that stifled the thrill. Really it was a battle of books. Never have I seen so many books. Usual dressed like waiters climbed up ladders, dashed into secret rooms, and produced books, and every few minutes Lord Haldane was writing notes demanding still more books.

(Continued on next Column.)

THE ROMANCE of an English clown in a French circus who rose to the rank of brigadier-general during the war and the strange events that followed—



THE SIDE SHOW OF LIFE

Based on the Novel by W. J. LOCKE

Additional Attraction
The Daughter of the Famous Magician Ching Ling Foo

MISS CHEE CHOY
Former Ziegfeld Follies Star Artist
POPULAR ENGLISH AND CHINESE SONGS

AT THE QUEEN'S FINAL SHOWINGS TO-DAY
At 2.30, 5.10, 7.15 & 9.20.

The comedy of a sentimental circus elephant that went on the rampage—

ROBERT AGNEW AND VIOLA DANA

THE GREAT LOVE

With "NORMA," THE 16-TON ELEPHANT

AT THE WORLD FINAL SHOWINGS TO-DAY
At 5.15 & 9.20 Only

At 2.30 & 7.15.—Chinese Drama "The Romance of a Star."

Eight beautiful girls and eight handsome young men in a story of youth and action—

FASCINATING YOUTH

With PARAMOUNTS 16 JUNIOR STARS

AT THE STAR FINAL SHOWINGS TO-DAY
Continuous 2.30 to 11.15.

To-Night at 9.15—Miss Violet Capell's Pupils' Dancing Display.

THE NAVY'S CHOICE



PLYMOUTH GIN

OBTAINABLE EVERYWHERE.

Sir T. Willes Chitty, K.C., was really to blame, because he kept on reading from a book that seemed to be a sort of key dictionary. No sooner had he read two lines than the ushers had to produce two books.

Quiet Talk Of Wars. Quietly, almost pleasantly, the lords and counsel discussed wars and revolution, which seemed curiously out of place. Counsel talked about "Hell being let loose in Africa," as if he were saying "the days are drawing in."

As old Caspar remarked of the Battle of Blenheim, "what the trouble is I cannot well make out, but a Negro's widow is apparently seeking to obtain money that is tied up in political complications. The action, however, conveyed a convincing proof of the responsibilities of Empire."

Anyhow all the legal books in Downing-street seemed to be jumbled, and the Law Lords served judgment.

When the animals dashed along the Gran Via the shopkeepers hurriedly closed their shutters.

Fortune, a famous bull-fighter, who chanced to be walking along the street, seized a sword from an armorer's shop and struck one of the animals dead at the first blow. The other was captured.

It is reported that the Government will confer a decoration on the torador, whose prompt action probably saved lives.

BULL FIGHT IN A STREET.

THE LUCK OF FORTUNA, THE TOREADOR.

MADRID. Madrid's great new street, the Gran Via was turned into an improvised bull-ring one morning, when two fighting bulls which had escaped from a neighbouring ring reached Madrid and spread terror among the inhabitants, killing a woman and wounding several pedestrians.

When the animals dashed along the Gran Via the shopkeepers hurriedly closed their shutters.

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A LONDON ZOO RUSE.

STUBBORN APES FRIGHTENED BY SNAKES.

Mr. and Mrs. Ginger and child, of Borneo, the orang-outang family who for nearly a week have strenuously declined to leave Manchester for the London Zoo, were beaten by snakes.

The oranges arrived at Belle Vue Gardens, Manchester after an eight-weeks voyage from Singapore to Liverpool. On a Monday the first suggestion that they should re-enter their travelling box was made but declined, and until Friday following the Manchester keepers and Mr. Hicks, of the London Zoo, offered them every sort of monkey delicacy they could think of if they would only enter that box.

Then Mr. "Jimmy" Craythorne, the keeper of Belle Vue's snakes, remembered that apes have horror of those reptiles. In the evening he came along with two big boa constrictors and held them up to the glass front of the sleeping den.

The Gingers took just one look—then they sprang to their feet. Mrs. Ginger clutched her baby and fled, and Mr. Ginger, who could easily have tackled two keepers at once with arms that could twist a gun-barrel into a cork-screw, fled too. It is not quite clear which got into the travelling box first.

BOOKMAKER'S SHOP.

BRIGHTLY LIT AND DECORATED WINDOW.

A bookmaker's shop, tastefully decorated and with windows brightly lit all night, has been opened in Knightsbridge, S.W.

Hitherto bookmakers in London have been noted for their reticence—a neat brass plate, as a rule, being the extent of the display at the business premises.

The advent of the Betting Act, however, has given the bookmaker a new status. It has made him less modest in announcing his activities.

Many people must wonder how a bookmaker would arrange his shop-front. In the Knightsbridge shop the window is in harmony with those of the milliners and modistes in the thoroughfare.

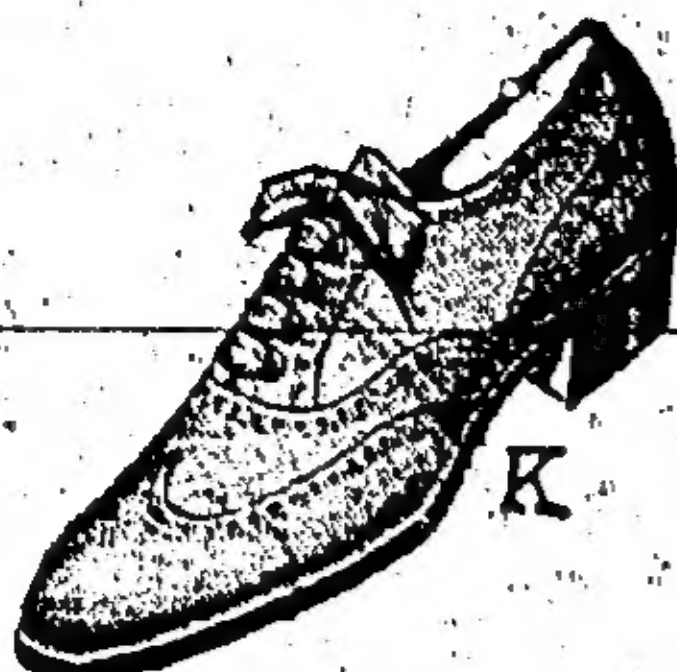
A painting of a charming country scene—trees and green fields—forms the sides and back of his small window, and at the top there is a frieze of horses and greyhounds racing.

The window is furnished with three high boards giving the runners and prices for the Lincoln Handicap and the Grand National. There is a notice: "Facilities are given to all clients on our books to make investments on greyhound racing," and another reads: "We pay the whole of the betting tax."

(Continued on next Column.)

K

Shoes for Men



HIGH GRADE WILLOW CALF SHOE—MEDIUM TOE. SEMI-BROGUE IN TWO SHADES OF TAN.

The K idea of comfort is a shoe that clasps the heel and instep snugly but leaves the toes free to move naturally as you walk. If your shoes do not give you this comfort try a plus-fitting K which has extra but unseen toe room. For instance, a plus four fitting K shoe has normal heel and ankle with extra but concealed room for the toes.

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MEN'S WEAR SPECIALISTS
ALEXANDRA BUILDING. DES VOEUX ROAD

RIGAUD, 16 RUE DE LA PAIX, PARIS.
NEW STOCK OF FRENCH PERFUMES.

"UN AIR EMBAUME"

JUST ARRIVED.

"UN AIR EMBAUME"
Grand Model.



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When mother fails

好站得穩
好吃得飽
好睡得好
好長得快

Not every mother can feed her baby, so a food must be found which will give the nourishment that baby needs. Mothers turn naturally to Horlick's, which for years has proved its value. Horlick's helps nature to build brain and body—brain and muscle like OUR BABY of the Song.

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WHITEAWAYS

STANDARD VALUES IN HALF HOSE



THE "STANSWEAR"
A nice Medium weight, quite soft to the feet, excellent in wash and wear. Toes and heels extra applied. Self colours, Grey, Palm Beach, Putty, Black or White. Sizes: 9 to 11½ inches.
SEAMLESS ARTIFICIAL SILK SOCK
STANDARD VALUE PRICE: \$1.00 pair.



THE "STANSWEAR"
SEAMLESS PURE SILK SOCK
Double thickness toe and heel
ONE OF WHITEAWAYS' STANDARD VALUES
With Lisle Thread Feet, Toes and Heels. A good wearing and reliable sock. Black, White, Grey, Brown, etc. All Sizes.
STANDARD VALUE PRICE: \$1.75 pair.



Double thickness toe and heel
ONE OF WHITEAWAYS' STANDARD VALUES
With Lisle Thread Feet, Toes and Heels. A good wearing and reliable sock. Black, White, Grey, Brown, etc. All Sizes.
STANDARD VALUE PRICE: \$1.75 pair.

MEN'S OUTFITTING DEPT.
WHITEAWAY, LAIDLAW & CO., LTD.
HONG KONG.

CANTON DELTA TRADE.

MODERATE LAST YEAR BUT PROSPECTS GOOD.

ANNUAL MEETING OF HONG KONG, CANTON & MACAO STEAMBOAT COMPANY.

RIGID ECONOMY STILL NECESSARY.

At the 108th ordinary meeting of shareholders of the Hong Kong, Canton and Macao Steamboat Company, Ltd., held at the offices of the Company, 44, Des Vaux Road, yesterday, at noon, The Chairman made an interesting review of Canton Delta trade and expressed the hope that the future would prove much brighter than the past, now that Canton appears to be returning to more peaceful and settled conditions.

In seconding the report and accounts, the Hon. Mr. J. Owen Hughes paid a tribute to the work of the Chairman and his co-directors during the past few years in the Company's interests.

Mr. T. G. Weall (Chairman of Directors) presided, and he was supported by Sir Robert Ho Tung, Mr. J. M. Alves, Mr. R. K. Batchelor, Mr. C. Gordon S. Mackie and Mr. A. B. Stewart (Directors), with Mr. John Arnold (Secretary), and the following shareholders: The Hon. Mr. J. Owen Hughes, Mr. D. M. Goodall, Mr. W. E. van Eps, Mr. L. E. S. Greenhill, Mr. Cheng Ching Po and Mr. Lo Kai Hong.

THE CHAIRMAN'S SPEECH.

Addressing the meeting, the Chairman said:—Gentlemen,—The profits on working for the period under review including income from investments, rents, Government grant, profit on the sale of a lighter and moorings amounts to \$317,832.89 from which has to be deducted cost of repairs, directors' and auditors' fees, interest and depreciation on the usual scale leaving a net profit of \$78,182.48. We carried forward from previous account a deficit of \$246,985.33 and your Directors recommend that transfers from Reserves should be made to wipe off this deficit and leave a small credit balance of \$11,107.15 to carry forward to new account. Accordingly, \$100,000 has been taken from equalization of dividend fund and \$80,000 from investment fluctuation account, reducing these accounts to \$20,090 and \$250,332.88 respectively.

Mortgage Repaid.

The value of investments show a reduction of \$137,180 on account of the sale of certain securities to enable us to repay the mortgage on s.s. Taisan and the sum transferred from investment fluctuation account, namely \$80,000, approximately represents profit on realization. The amount standing at credit of investment fluctuation account still shows a reserve of fully 50 per cent. of your investments, which is ample considering the class of investments held.

With regard to the transfer of \$100,000 from equalization of dividend fund, you will, I feel sure, agree that it is better to appropriate a part of this reserve, thus enabling us to start a new year with a credit balance rather than carry forward a deficit.

Your directors regret that once again they are unable to recommend payment of a dividend, but provided conditions continue as at present, we can look forward to some return for account of the present year.

Before passing from the accounts, I would mention that, following the suggestions offered by a shareholder at the last annual meeting, the possibility of effecting economies in our office organisation was fully considered and it was found that only a few minor economies were possible without impairing efficiency.

It was also suggested that a saving of some \$30,000 might be effected by the appointment of a local shipping firm as general agents. It has been felt that while the present unsettled conditions of trade exist, the time was hardly opportune to explore this suggestion.

After 30 Years.
Your fleet and property have been maintained in first class order and while on this subject, I would like to mention Captain R. Innes, the China Navigation Co.'s Marine Superintendent, who has acted as Marine Superintendent for our Company and is shortly retiring after 30 years' service during which his work and advice in this Company's interest have been of great value.

With regard to the Macao trade, the question of placing faster and more up-to-date tonnage on this run is constantly occupying your Directors' attention but they feel that the time is hardly opportune to embark upon a building programme.

Trade generally in the Canton Delta during the year under review can only be classed as moderate. Due to conditions existing in the country, movement of cargo has been generally restricted, while the passenger trade has likewise suffered to some extent. Unfortunately, owing to misunderstandings with the Seamen's Union in Canton our steamers were picketed and passengers were prevented from embarking or disembarking at our wharves in Canton for a period of seven weeks during the summer, which is reflected in the net earnings of the steamers. I am pleased to say that all misunderstandings were overcome on August 8th.

The Future.

It is impossible and even dangerous to forecast what the future has in store but the return to more peaceful conditions in Canton under the present Government is reassuring. An active campaign to suppress brigandage and piracy and measures to overcome the Bank Note problem in Canton should restore general confidence and lead to improved trading conditions in the Delta. Given these conditions we can rely upon our up-to-date and popular steamers getting their full share of cargo and passengers from shippers and supporters.

I cannot close without mentioning the hard work and loyalty on the part of our staff, both foreign and Chinese, afloat and ashore, under conditions that have often been trying if not entailing an element of personal risk.

It is with regret that I have to report the death of Captain A. McKinnon, who was well known to most of you, as one of the most popular captains on the Canton run and who only survived to enjoy a very short while in retirement after completing 22 years' service in the Company.

It is fitting here that I should also record our appreciation of the services of our Canton agents, Messrs. Deacon & Co., Ltd., under the especially trying conditions of the past year.

No further comments appear to be necessary and I, therefore, propose that the accounts and report as presented be adopted. When this has been seconded I shall be pleased to answer to the best of my ability any questions shareholders may wish to ask.

SECONDER'S SPEECH.

In seconding, the Hon. Mr. J. Owen Hughes said:—I have much pleasure in seconding that the report and accounts as presented be adopted. Shareholders generally will be sure to appreciate the action of the directors in transferring a lakh from equalization of dividend fund and realising a portion of our assets in order to pay off mortgage. While we all regret that no dividend is available for distribution we cannot, in view of the difficult times we have gone through, expect a dividend or be surprised if, at any rate, feel that your wise policy is justified.

With the Government at present in power in Canton, I feel that we shall enjoy a year of continued progress towards the prosperity which the steamers of this Company formerly enjoyed in Canton and in the delta. We have, however, met with so many surprises and disappointments that we should nevertheless continue a policy of rigid economy both in the working of the steamers and in the office. We must be very wary that we are out of the wood before embarking on any programme of building new ships.

It is very gratifying to learn from the Directors' report of the loyal support of the staff both afloat and ashore and it is to be regretted that no appropriations have been possible for the respective funds.

(Continued on next column.)

WAR AND A CIRCUS.

"THE SIDE SHOW OF LIFE" AT THE QUEEN'S.

CHARMING MISS CHEE TOY.

(BY OUR FILM CRITIC.)

If imitation is the sincerest form of flattery, probably Chaplin feels flattered. But there is another advertising slogan which does not appear to have penetrated to Hollywood, "Beware of worthless imitations."

Chaplin announced that he was going to make "The Circus," which we are to have the pleasure of seeing next week; but before he could complete it a mushroom crop of circus films has grown up. John Gilbert played in two, Ronald Coleman disguised himself as a clown and now Ernest Torrence has done the same. It does not seem to have struck the directors of these gentlemen that a clown is born, not made, and that a painted face and pantaloons are not in themselves funny. "Chaplin is going to be a clown, it must be a good idea," they seem to have said. So Ronald smoothes his famous frown and his gleaming teeth in daubs of red and white, and Ernest follows suit.

"The Side Show of Life" should be Chaplin's film of anyone's. It has the pathos that he and only a few others could make real; but Charlie in a Brigadier-General's uniform would have cut as poor a figure as Torrence in pantaloons, unless Charlie is an even greater actor than we believe.

It is a pity because a great deal of hard work has gone to the making of this picture, which holds your attention despite its weakness. The story is typical of that very popular writer, W. J. Locke, and is more credible read by a slowly dying fire than pictured on the screen, and there can be no excuse for the absurdity of the Armistice announcement not reaching Devonshire till after dinner.

Anna Q. Nilsson plays the heroine very prettily and Louise Lagrange the part of the French artist with considerable verve and success. Torrence, the clown who becomes a Brigadier-General, has a very difficult part to play. He is sensitive and romantic as all Locke's heroes are, but he is, under a certain spur, also a man of action. There is much that is good about "The Side Show of Life" but we must confess to disappointment.

A Charming Turn.

But Miss Chee Toy petite and smiling dressed in rose pink and seated before a simple background is charming. There is something fresh and altogether unusual about her which hushed the house first to silence and then stirred it to a storm of applause. She sings both in Chinese and English in a small sweet voice that manages to fill the theatre, and her presence on the programme would more than compensate for a far worse film than "The Side Show of Life."

Our Chairman has modestly refrained from making mention of the arduous work that has fallen on himself and his co-directors during the past few years. They have, I know, had a great deal to do and have had many difficult and delicate problems to solve; and I think that shareholders owe a gratitude to you, Sir, and the Directors for the manner in which these negotiations have been settled on behalf of holders.

The Chairman returned thanks for the appreciation expressed by the Hon. Mr. J. Owen Hughes. The report and accounts were unanimously adopted.

OTHER BUSINESS.

On the proposition of Mr. Goodall, seconded by Mr. Cheng Ching Po, Messrs. T. G. Weall and J. M. Alves were re-elected to the Board of Directors.

The Chairman announced that the Hon. Mr. A. O. Lang, Mr. R. M. Austin, Mr. H. Staples Smith, and Mr. J. J. Paterson had resigned their seats on the board on leaving the Colony. Mr. J. J. Paterson, Mr. M. T. Johnson, and Mr. R. K. Batchelor had been invited to join the Board and those appointments required confirmation.

The appointments were confirmed, on the proposition of Mr. Greenhill, seconded by Mr. Van Eps.

Mr. Batchelor proposed, and Mr. Lo Kai Hong seconded, that Messrs. Linstead and Davis and Messrs. Lowe, Bingham and Matthews be re-elected auditors at a remuneration of \$1,000 each.

The proposition was carried unanimously.

KAIPING COAL FOR ALL PURPOSES



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POWER HOUSE, TUGS & LOCOS

THE KAILAN MINING ADMINISTRATION,
Head Office:—TIENTSIN.
DODWELL & CO., LTD., Agents, Hong Kong.

CHATER WILL DISPUTE.

APPOINTMENT OF MANAGING DIRECTOR.

QUESTION OF VALIDITY.

JUDGMENT RESERVED.

The appeal yesterday before the Full Court (consisting of Sir H. C. Gollan, Sir Peter Grain and Mr. Justice J. R. Wood) was concerned with the validity of an appointment as Managing Director of the Hong Kong Land Investment and Agency Company, Ltd., of Mr. Bagram, made under the will of the late Sir Paul Chater.

Mr. Eldon Potter, K.C., on behalf of Mr. Bagram and Mr. H. G. Sheldon on behalf of the Official Trustee of Bengal appealed against a decision of Mr. Justice Wood, while Mr. W. E. L. Shenton and the Hong Kong Land Investment and Agency Company, the respondents, were represented by Mr. C. G. Alabaster, K.C., and Mr. F. C. Jenkin.

The Three Points.

The three points under consideration as stated by Mr. Potter in his opening, were:—Whether alternative appointments were good; whether Mr. Bagram was qualified; and whether in fact Mr. Bagram was duly appointed.

The Position Outlined.

The position briefly is that Sir Paul Chater, by the Company's Memorandum, was allowed to appoint, as Managing Director of the Company, the senior member of a firm carrying on business in, and having an office in Hong Kong. Sir Paul had exercised this right by appointing the senior representative of Messrs. E. D. Sassoon, failing whom Sir Robert Ho Tung, failing whom again Mr. J. T. Bagram. Each appointee had, of course, the power of renouncing in turn, and the two first have in fact renounced.

Substitutional Appointment.

Dealing with the question of what Sir H. C. Gollan called "substitutional" appointment, Mr. Potter maintained that the Company clearly intended Sir Paul Chater to have the same power of appointment in his will as he had during temporary absences during life, when undoubtedly he was able to make substitutional appointments. Mr. Potter further pointed out that in such appointments there were no lacunae which would allow the power of appointment to lapse to the Company, as each appointment was in fact good until renounced, when it immediately passed to the next appointee. The fact that Mr. Bagram, at the time of the codicil, was not a senior member of a firm carrying on business in Hong Kong was of no importance, as he held that position at the time when Sir Robert Ho Tung's renunciation made the appointment operative to him.

Mr. Bagram's Qualifications.

In order to fulfil the qualifications of the Memorandum of Association of the Company, Mr. Bagram had, on August 19th, 1920, started the Hong Kong Finance and Investment Company, of which he was the senior member. "This firm," said Mr. Potter, "is a live firm on the register here, and is therefore carrying on business."

Sir H. C. Gollan: "Without a single clerk!"—Yes, they are prepared to do business if necessary.

Mr. Potter admitted that the main intention of Mr. Bagram in forming this company was certainly to qualify for the post of managing director of the Hong Kong Land Investment and Agency Co., Ltd., but pointed out that if a man has a right to do a certain thing, the motive cannot be questioned.

Furthermore, it was quite clear that Sir Paul Chater considered that Mr. Bagram was perfectly capable of undertaking the post, and Sir Paul had shown his confidence by several times appointing Mr. Bagram his attorney during his life time. If their Lordships decided that the appointment was technically correct, then the appointment was good, but if the company did not like it, they could bring the matter into Court at a later date.

Two Reasons Against the Appointment.

Mr. Jenkin submitted that for two reasons the appointment was not effective, firstly, because it was not in accordance with the power given by the clause in the Memorandum of Association; and, secondly, because the appointment was improper as it was not in the best interests of the Hong Kong Land Investment and Agency Co.

According to the precise words of the memorandum the only power conveyed to the appointor was that of appointing the senior representative of a company. As a result of this Sir Paul Chater was not within his rights in appointing Sir Robert Ho Tung by name, while a fortiori the appointment of Mr. Bagram, who was not the senior representative of any firm in Hong Kong at the time of the appointor's death, was invalid.

Nothing Attempted.

It is clearly intended by the memorandum that the managing director should be some one in more or less a similar position to the senior representative of Messrs. Jardine, Matheson, the other permanent managing director of the company. Mr. Bagram had made some attempt at technical qualification, but though the company had been incorporated well over a year it has not up to the present carried out any business.

In addition to carrying on business it was essential that the company must have an office. The company had a registered office, but if Mr. Bagram were to walk into this office of Messrs. Johnson, Stokes and Master he had not got even a chair to sit on.

High Fees.

It was the duty of Sir Paul Chater to act in the best interests of the company, but in this case, without of course making any sort of reflection upon Sir Paul, he had not done so. The Company pays a very high percentage of profits to its managing directors,—150,000 for the highest year on record, though for the last two years it was about \$50,000 to each managing director. The high percentage was obviously given as an incentive to the managing directors to give of their best, but in the case of Mr. Bagram this inducement was removed, for Sir Paul Chater had directed that in this case all directors' fees should pass to the residuary estate. The carrying out of such an appointment would in actual fact benefit the Chater estate at the cost of the company by about \$50,000 per annum.

Judgment was reserved.

CANTON'S MONEY MARKET.**\$100,000 ISSUE BY BANK OF CANTON.****LI TSAI HSIN TO PURGE KUOMINTANG.**

(FROM OUR CHINESE CORRESPONDENT.)

The first series of a \$100,000 issue of notes by the Bank of Canton will appear during the next few days, the denominations being \$10, \$25, and \$50. Their use as legal tender has been subject to certain limits, and no attempt will be made, for the time being, to force them on the general market.

The Central Bank of China notes are to be gradually withdrawn from circulation and more than \$150,000 have been sealed and stored away until their market value warrants their reappearance. Their storage has been certified by representatives of the General Chamber of Commerce.

Mr. Loo Min, who has been re-appointed Managing Director of the Canton Section of the Canton-Kowloon Railway, will take charge to-morrow.

March 12th being the third anniversary of the death of late Dr. Sun Yat Sen, a committee is to arrange suitable observations.

The Kwangsi Army—popularly known as the 7th Army Corps—which has defeated the old 4th Army under Chang Fat Fui and Wong Kei Chong on the East River front, captured nearly 10,000 rifles from their opponents. These are being shipped back to Kwangsi.

General Wong Shu Hung has resumed his seat in the Political Council in Canton.

Mr. C. L. Tan, Publicity Director of the Political Council in Canton, who assumed office last Monday, will have charge of all the international propaganda of the Political Council in Canton. The activities of the office will include the publication of an English daily newspaper, but it will not be called the Canton Gazette. The office will conduct an agency to disseminate news for foreign papers.

General Li Tsai Hsin, who holds among other offices the post of Chairman of the Organisation Committee of the Kuomintang Political Party in Canton, aims at purging the branches in the districts of the Bolshevism, so ardently fostered by M. Borodin. General Li has appointed eight party agents to inspect the branches and put them into proper order.

Under the auspices of the General Chamber of Commerce of Canton City, a convention of merchants and representative chambers of the Province is to be held in the near future to discuss economic questions.

THE PERCIVAL STREET BOMB CASE.**SEVEN ACCUSED DISCHARGED.****EIGHTH MAN GETS SEVERE PUNISHMENT.**

The eight Chinese alleged to be Communists, who were arrested on February 11th at Nos. 2 and 4, Percival Street, on a charge of being in possession of one bomb and other sedition matter, were again before Mr. R. E. Lindell at the Central Magistracy yesterday. Mr. Horace Loy, who defended accused on the first day, did not appear in Court yesterday. Seven of the men were, however, discharged owing to insufficient evidence. The eighth man who dropped the keys with which the detectives opened the two rattan baskets containing the bomb and other sedition matters was asked to explain his connection in the matter.

He denied that the keys were his and said that he had only called at the house to look for a friend. He said he could call his father-in-law to testify to his good character and to guarantee him if required. The Court accordingly adjourned for defendant's father-in-law to be called. Later the man produced in Court denied that the defendant was his son-in-law. Witness also said that he would not know how the man, as he did not know how the defendant made his living. The defendant was then sentenced to nine months' hard labour and twenty strokes of the birch.

SIR MILES LAMPSON.**RETURNS TO HONG KONG.****ENTERTAINED TO DINNER AT CHINESE MERCHANTS' CLUB.**

Sir Miles W. Lampson, K.C.M.G., C.B., M.V.O., British Minister at Peking, returned to the Colony from Canton yesterday and, after meeting Governor-General Stimson at Government House, attended a dinner given at the Chinese Merchants' Club last night. The two Chinese representatives of the Legislative Council, the Hon. Sir Shou Son Chow and the Hon. Dr. R. H. Kotewall, C.M.G., were the hosts.

The dinner was of a private character. His Excellency the Governor (Sir Cecil Clementi, K.C.M.G.) was also a guest and other distinguished members of the foreign community in Hong Kong, together with many noted Chinese merchants were also present.

The Chinese guests included Mr. Li Yau Tsun (Chairman of the Hong Kong Chinese General Chamber of Commerce), Mr. Li Yik Mui, Dr. S. W. Tso and Mr. Wong Kwong Tin (members of the Sanitary Board); Mr. Ho Kwong (Chairman of the Twenty-four Commercial Guilds), Mr. Tang Shiu Kin, Mr. Ma Chui Chiu, Mr. Li Po Kwai, Mr. T. N. Chan (Chau Tsun Nin), Mr. Ho Kom Tong, O.B.E., Mr. Fung Ping Shan, Mr. Leung Kwei Dien, Mr. Lo Chung Kui, Mr. Li Shing Kui, Mr. Sum Pak Ming, Mr. Kwok Siu Lau, Mr. Ji Jowson, Mr. Mok Kon Sang, Mr. Ip Lan Chuen, Mr. Wong Ping Suen, Mr. Wong Ping Yiu and Mr. Li Tse Fong.

On Friday, Sir Miles Lampson leaves by the *Francia* for the North, en route to Peking.

During his coming visit to Hong Kong, General Li Tsai Hsin will be entertained by Chinese merchants at the Chinese Merchants' Club on the 4th March.

CANTON'S FAREWELL.

(FROM OUR CHINESE CORRESPONDENT.) After a visit of five days, Sir Miles W. Lampson, who left for Hong Kong yesterday morning, was accorded an official farewell, the leading British Consular officials, the military and naval officers on Shanghai, and representatives of the Canton Government participating. The *Chungshan*, flagship of the Canton Navy, escorted the *Tarantula* with the Minister on board part of the way down the river.

General Li Tsai Hsin will visit Hong Kong before the departure of Sir Miles from Hong Kong and be the guest of the Hong Kong Governor.

GOVERNOR-GENERAL STIMSON'S DEPARTURE.

The Governor-General of the Philippines, Col. H. L. Stimson, and Mrs. Stimson left yesterday evening by the s.s. *President McKinley* for Manila. The distinguished visitors had been the guests since Monday of H.E. the Governor (Sir Cecil Clementi) at Government House. The departure was of a private nature.

"PRESIDENT TAFT" PASSENGERS.

Among passengers aboard the *President Taft* leaving here yesterday for Shanghai and American ports were: Mr. E. Weber, manager of the National Aniline and Chemical Corporation on a business trip to Shanghai; Mr. M. Yawehart, secretary of the Japanese Chamber of Commerce, Shanghai, returning to the port after a business trip to the South; Comdr. G. B. Hartford, former Adjutant of the Hong Kong Police Reserve, and Mrs. G. B. Hartford; Mr. S. C. Lethicke, Assistant Customs Inspector of the U.S. Government, travelling to Los Angeles; Mr. N. M. Currie, manager of Messrs. Davis Boag & Co., on a business trip to Shanghai; Mr. H. W. Robertson, principal Messrs. Butterfield & Swire, travelling to Shanghai, accompanied by Miss Robertson; Mr. Messrs. Brown, general manager of Messrs. Butterfield & Swire at Hong Kong, travelling to Shanghai; Mr. Frank Travelling to Shanghai; Messrs. S. J. David & Co., on a business trip to Shanghai; Adm. L. Miraglio, an Italian Admiral, travelling to Shanghai; Mr. W. T. Alexander, the Palmolive Soap Co., travelling to Shanghai; Mr. F. McK. Giffney, connected with the National City Bank of New York, returning home to England on vacation; Mr. and Mrs. E. B. Howell and Miss N. Howell, the China Sugar Refinery and is being transferred to the Shanghai Branch.

ROUND THE POLICE COURTS.**ARMS IN AN OVERCOAT POCKET.****PASSENGER'S EXPLANATION ACCEPTED.**

Being in possession of a revolver and five rounds of ammunition would ordinarily be regarded as a very serious offence, but fortunately for a defendant brought before Mr. W. Schofield at the Kowloon Magistracy yesterday on this charge he had a satisfactory explanation which had already been given to the police at the time of his arrest, and he was let off with a fine.

Pleading guilty to the charge of possession of the firearms, the defendant, a Chinese passenger on the s.s. *President McKinley*, said they did not belong to him, and he was not aware of their presence in the pocket of an overcoat which he was carrying. The overcoat was not his property. It had been dropped on the deck of the ship by a passenger shortly after arrival, and just as defendant picked it up he was accosted by a detective.

Taking into consideration the man's explanation, his Worship imposed a fine of \$200, or three months' hard labour.

A STUDENT'S COMPLAINT.

In another case which came before the same Magistrate in the afternoon, a Chinese was charged with assault and demanding money with threats from Man Chung Fat, a student at the Yau-mai Government School.

Sergt. Haywood prosecuted, and Mr. L. R. Andrews appeared for the defence.

The student stated that while he was walking in Waterloo Road, the defendant jostled him and demanded a sum of money as his membership fee for a guild. Witness was frightened and agreed to talk the matter over in a tea-house, where the defendant repeated his threats to do him harm if the money was not paid. Witness then went to the Secretariat for Chinese Affairs and made a complaint.

After hearing further evidence, his Worship bound both parties over for their future good behaviour.

SOLDIERS' EXPENSIVE JOLLIFICATION.

Privates J. Grant, W. Feecey and J. Haggerty, of the King's Own Scottish Borderers, appeared again before Major C. Willson at the Central Magistracy yesterday morning. The previous day they pleaded guilty to charges of disorderly conduct whilst drunk and damaging two panes of glass at the Boston and Prince's Cafes in Beaconsfield Arcade. A remand was made to do.

The police informed the Magistrate yesterday that the damage to the windows was assessed at \$145 by Mr. Corney, a local glass merchant. On the first charge the defendants were fined \$5 each, or seven days. For smashing the glass, they were each fined \$50 or six weeks' hard labour. His Worship ordered that compensation to the complainants be made from these fines.

TRAFFIC OFFENCES.

The majority of traffic cases which came for hearing before Major C. Willson at the Central Magistracy yesterday related to minor offences such as obstruction, inefficient brakes, poor head-lights, disobeying police instructions, and failure to report accidents. Fines ranging from \$5 to \$10 were imposed on the offenders.

In a speeding case, the driver of public car No. 232 admitted that he was travelling at a high speed, but said that he was following a private car.

Sergeant Baker said that the defendant was doing 25 miles an hour on the last race-day, which was the last race-day, which was the last race-day, which was the last race-day.

CHINESE SOCIETY WEDDING.**TWO OLD FAMILIES UNITED.****PRETTY CEREMONY AT ST. JOHN'S CATHEDRAL.**

The Very Rev. A. Swann, Dean of Hong Kong, officiated for the first time at a Chinese wedding ceremony yesterday when Mr. Richard Charles Lee was married to Miss Esther Yewpik Wong at St. John's Cathedral. The bridegroom was the eldest son of Mr. and Mrs. Lee Hysan, and the bride the daughter of Mr. and Mrs. J. M. Wong. Both families are well-known here and deeply respected by both the European and Chinese community.

The Cathedral was thronged with European and Chinese friends and long before the bridal pair arrived, every seat was occupied, while many waited outside the building.

A reception was later held at Lee Garden and was attended by over two thousand guests. The newly married couple are leaving shortly for Switzerland.

"Here Comes The Bride."

The bride and bridegroom arrived at the Cathedral together in a new Fiat motor-car, attended by bridesmaid and flower girls, and Mr. Frank Grose being in attendance on the bridegroom. The bride looked very charming in her gown of silver lace trimmed with pearls. Her bouquet was of white roses. The bridesmaids were the Misses Mary Chan, Ethel Lam, Elsie Wong, Dora Wong, Jeannette Wong and Fung Syn Wong. The maid of honour was Miss Sarah Wong. They all wore dresses of crepe satin of multiple colours, trimmed with rosettes. Their bouquets were of pink roses.

Following the bridal pair, were the parents. The mothers of both the bride and bridegroom looked very impressive and dignified in their white Chinese Court dresses. To the strains of "Here comes the Bride" with Mr. F. Mason at the organ the bridal pair entered the Church. The bride was given away by her father, Mr. J. M. Wong.

THE RECEPTION.

The reception was held at the Lee Garden at 4.30 p.m., there being a large and representative gathering of Chinese and Europeans. A huge marquee was erected for the purpose, and the catering was in the hands of the Hong Kong Hotel. Mr. Art Smith's Orchestra was also in attendance. In the marquee a large dais was also erected, and the six tiers wedding cake was placed on it. There was also space reserved on the dais for the bride and bridegroom and their parents.

Health of Bride and Bridegroom.

Sir Ibert Ho Tung proposed the health of the bride and bridegroom as follows:—Such a task is always pleasant one, because it must be a great pleasure to the proposer of such a toast to feel that he is participating in a ceremony which constitutes a red-letter day in the lives of the bride and bridegroom, and to be chosen to express, on behalf of all those present, the congratulations and good wishes to the happy couple. And to me, the pleasure is enhanced by the fact that the bride on this occasion is a granddaughter of one whom I am privileged to know for a period extending practically to the whole of his life—the late Mr. Wong Chen, a well-known and respected servant in the Hong Kong Government Service.

The bridegroom, Mr. R. C. Lee, is the eldest son of my old friend Mr. Lee Hysan, a prominent and enterprising member of the Chinese community. As a youngster, Mr. R. C. Lee went to England for his education, and after a successful career at school and at the famous Oxford University, he passed the final examination in the Honour School of Natural Science for his B.A. Degree in July last. He will, shortly after this happy event, proceed to Switzerland, with his bride for their honeymoon, and after a family reunion there with his younger brothers and sisters, the happy pair will go to England where Mr. Lee will pursue post-graduate and practical studies. I am confident that Mr. Lee's scholarly career, already fraught with

such bright promise, will, in due course, and with the inspiring encouragement of his charming bride, attain a summit of brilliancy and distinction.

Mr. Lee was President of the Central Union of Chinese Students in Great Britain and Ireland for the year 1925-26. I still remember the able speech which he made that year at the annual dinner of that Society, and judging from the sentiments he then expressed, I am sure that when the proper opportunity occurs, his services and knowledge will be freely placed at the disposal of China.

The bride is the fourth daughter of my friend Mr. J. M. Wong, who is also a prominent member of the Chinese community. She was educated at the Diocesan Girls' School and passed the Local Junior Examination last year. During her stay in England with her husband she intends to continue her studies.

As an old man, I feel I could fairly claim, without any risk of causing the bridegroom any jealousy, the privilege of indulging in a personal description of the bride's beauty—but I cheerfully waive this privilege. Ladies and gentlemen, you all have eyes to see for yourselves. A picture of charm and loveliness, she needs no description from me. I sincerely congratulate the bridegroom on winning the hand of such a charming bride, whose modern education will enable her to be a real help-mate to her husband.

It has been said that marriage is a lottery, in the sense that marriage, like life, has implicit in it, unknown possibilities; this saying is but a truism. But marriage, again like life, is desired by humanity with all the more ardour and tenacity because of these very unknown possibilities, because of its alluring prize in the shape of the fullest and most satisfying type of human happiness. And, indeed, if marriage be a lottery, all I can say is that the marriage, which we are celebrating to-day, sanctified by mutual love and attainment of the bride and bridegroom, and blessed by fond parental blessings, is a certain winner of that coveted prize.

May all the rapturous ecstasy and contentment associated with their honeymoon, which, as I have hinted, the happy couple will begin amid the pleasant and varied scenes of a luxurious trip to Europe, accompany them through their long conjugal journey through life, and may they be blessed, in abundant measure, with all the happiness of a perfect union!

And now, ladies and gentlemen, I ask you to join with me in drinking the health of the bride and bridegroom, wishing them long life, happiness and prosperity.

"To The Parents," Proposed By Dr. Kotewall.

In proposing the health of the parents of the bridal pair, the Hon. Dr. R. H. Kotewall said that the task should have fallen on Sir Shou-son Chow, but unfortunately Sir Chow was slightly indisposed and shortly after arriving at the reception had had to return home.

Dr. Kotewall said that he was only too glad to fill the breach, as he had known both families for a long time. Both Mr. Lee Hysan and Mr. Wong had done invaluable services to the Colony. No one individual had done so much for the development of the Eastern part of the Island as had Mr. Lee.

Mr. Wong had not only rendered valuable services to the Government but to the commercial world of Hong Kong as well. If he had done nothing more than to produce this baby (the bride) of charm, he had indeed done a lot, said the speaker.

He knew that the mothers of both the bride and bridegroom had been model wives, and with such combination, he felt sure that Dick Lee and Esther Wong would go hand in hand through life full of happiness.

The bridegroom's Gratitude. In a few well chosen words, Mr. Richard Lee said that he had been overwhelmed with gratitude at the kind words said about his wife and himself by both Sir Robert Ho Tung and Dr. Kotewall. Words could not express the joy he and his wife felt at seeing so many good friends attending this reception which to him and his wife would forever remain a "red-letter day."

Mr. Lee Hysan and Mr. J. M. Wong also expressed their gratitude for the kindness shown them by the numerous friends present.

INEXPENSIVE RACKETS.**"PRIMORIS"**

STRUNG

"I.Z."

BY US

"DOHERTY"

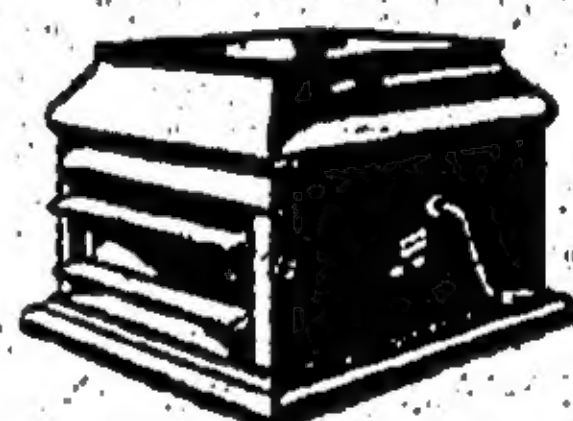
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"QUEENS"

LOCAL GUT

\$21.00 to \$27.00**SELECT YOUR FRAME TO-DAY****LANE, CRAWFORD, LTD.**

(AND REDUCED.)

The Viva-tonal Columbia**The WONDER GRAMOPHONE**
Every Columbia sold sells another!

SELLS—

BECAUSE IT EXCELS

THE ANDERSON MUSIC CO., LTD.**WALKER'S LOOSE LEAF BOOKS****The Best the World over.
The Quality is Dependable.****Three Colours—Red, Brown and Black.
Two Bindings—Leather and Cloth.****KELLY & WALSH, LTD.**
Stationers Chater Road.

NEW ADVERTISEMENTS.

HONG KONG JOCKEY CLUB.

EXTRA RACE MEETINGS.

EXTRA RACE MEETINGS have been fixed provisionally for the following dates:-
17th March,
7th and 8th April,
26th and 27th May,
23rd June,
6th and 7th October,
10th November,
1st December.

By Order,
O. E. BROWN,
Secretary.

Hong Kong, 28th Feb., 1928. [5837]

IN THE SUPREME COURT OF HONG KONG.

In the Matter of the Estate of ROBERT ALICE BLACK, Late of the Engineers' Institute, Victoria, in the Colony of Hong Kong, Chief Engineer of the S.S. "Kochow," deceased.

NOTICE IS HEREBY GIVEN that the Court has, by virtue of Section 58 of the Probate Ordinance 1897 (No. 2 of 1897), made an Order limiting the time for sending in Claims to or against the above Estate to the 29th day of MARCH, 1928.

Creditors and Claimants are hereby Required to send their Claims to the Undersigned by the above date.

Dated this 28th day of March, 1928.
HUGH ADAM NISBET,
Official Administrator. [5835]

FOR SALE.

THREE SECOND HAND STEEL ROPES, Length about 5,000 Feet—Apply to PEAK TRAMWAYS COMPANY, LTD., ALEXANDRA BUILDINGS. [5835]

FOR SALE.

35 lb. STEEL RAILS about 3 Miles of Track.
45-55 lb. STEEL RAILS about 4 Miles of Track together with Necessary Fittings, etc.
2 Locomotives 21 Tons & Cwt., 2 Feet Gauge.
1 Locomotive 12 Tons, 2 Feet Gauge.
Full particulars may be obtained on Application to the:-
MANAGER & CHIEF ENGINEER,
KOWLOON-CANTON RAILWAY,
Hong Kong. [5811]

WAR DEPARTMENT CONTRACTS.

SEALED TENDERS will be Received at the Office of the O.O. R.A.S.O., HEADQUARTERS, VICTORIA BARRACKS, Hong Kong, until 12 Noon, on the Dates stated for the Undermentioned Services for the Periods as stated:-
FOR ONE YEAR COMMENCING 1st APRIL, 1928:-
BARRACK SERVICE.
FOR THREE MONTHS COMMENCING 1st APRIL, 1928:-
13th MARCH, 1928:-
GENERAL SUPPLIES "A" (Potatoes, Onions and Mustard).
Tender Forms and any necessary Information may be obtained at the above Office between the Hours of 10 a.m. and 1 p.m. Daily, except Sundays. [5829]

HONG KONG & SHANGHAI BANKING CORPORATION.

NOTICE IS HEREBY GIVEN that the Certificate No. 5/NS 4823 dated Hong Kong, 2nd October, 1917, for One Share of the Bank Numbered 54089 in the Name of Mr. LO KWONG CHUN has been LOST or STOLEN, and should this Certificate not be produced to the Bank before the 13th MARCH, 1928, a New Certificate for the Share will be issued, and the aforesaid Certificate No. 5/NS 4823 will be thereafter treated by this Corporation as NULL and VOID.

By Order of the Court of Directors,
A. C. HYNES,
Chief Manager.
Hong Kong, 11th Feb., 1928. [5880]

SERVICE TO READERS.

THE HONG KONG DAILY PRESS, LTD., and the HONG KONG WEEKLY PRESS, through their London Office, at 21, BRIDE LANE, FLEET STREET, E.C. 4, are prepared to give Subscribers and Visitors advice regarding accommodation available, motoring facilities, suitable shopping centres, etc.
If, when at home, they will call or telephone to the above address, they will receive the utmost assistance and the latest available information on all subjects of enquiry will be placed at their disposal.

INTIMATIONS.

THE HONG KONG & KOWLOON WHARF & GODOWN CO., LTD.

NOTICE TO SHAREHOLDERS.

THE FORTY-FIRST ORDINARY ANNUAL MEETING OF SHAREHOLDERS will be held at the Office of Messrs. JARDINE, MATHISON & Co., Ltd., on WEDNESDAY, the 29th FEBRUARY, 1928, at NOON, for the purpose of receiving the Report of the Directors and the Statement of Accounts for the Year ended December 31st, 1927. The TRANSFER BOOKS of the Company will be CLOSED from FRIDAY, the 17th FEBRUARY, 1928, to WEDNESDAY, the 29th FEBRUARY, 1928, Both Days inclusive.

By Order of the Board of Directors,
F. H. CRAPPELL,
Secretary.
Hong Kong, 13th Feb., 1928. [5878]

THE DAIRY FARM, ICE & COLD STORAGE CO., LTD.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the THIRTY-SECOND ORDINARY YEARLY MEETING OF THE SHAREHOLDERS in the above Company will be held at the Company's Town Office, 3, LOWER ALBERT ROAD, on SATURDAY, 10th MARCH, 1928, at NOON, for the purpose of receiving the Report of the Directors together with Statement of Accounts for the Year ending December, 1927, declaring a Dividend and re-electing Directors and Auditors.

THE TRANSFER BOOKS of the Company will be CLOSED from the 1st to 10th MARCH, 1928, Both Days inclusive.

By Order of the Board of Directors,
M. MANUK,
Secretary.
Hong Kong, 23rd Feb., 1928. [5813]

THE HONG KONG ELECTRIC CO., LTD.

NOTICE IS HEREBY GIVEN that the THIRTY-NINTH ORDINARY GENERAL MEETING will be held at the Company's Office, P. & O. BUILDING, on FRIDAY, 16th MARCH, 1928, at 12 Noon, for the purpose of presenting the Report of the Directors together with a Statement of Accounts to 31st December, 1927, and electing Directors and Auditors.

By Order of the Board of Directors,
GIBB, LIVINGSTON & CO., LTD.,
Agents.
Hong Kong, 24th Feb., 1928. [5824]

NOTICE.

TO WHOM IT MAY CONCERN.

NOTICE IS HEREBY GIVEN that ANDREW HARPER & SON have Ceased to be the Authorized Dealers of this Company for Hong Kong and South China as from the 26th day of JANUARY, 1928.

FORD MOTOR COMPANY.

NOTICE.

TO WHOM IT MAY CONCERN.

NOTICE IS HEREBY GIVEN that WALLACE HARPER & CO., LTD., have been appointed Our Authorized Dealers for Hong Kong and South China as from the 1st day of FEBRUARY, 1928.

FORD MOTOR COMPANY.

[5821]

THE HONG KONG & KOWLOON WHARF & GODOWN CO., LTD.

NOTICE.

THE Marine Boiler left on KOWLOON MARINE LOT No. 49 by SEE TO MING is not claimed and Removed within FOURTEEN (14) days, same will be sold to defray expenses.

F. H. CRAPPELL,
Secretary.
Hong Kong, 24th Feb., 1928. [5817]

HONG KONG & SHANGHAI BANKING CORPORATION.

THE FINAL DIVIDEND declared for the Year ending 31st December, 1927, at the Rate of Three Pounds Sterling together with a Bonus of Two Pounds Sterling is payable on and after the 27th FEBRUARY, 1928, at the Office of the Corporation where Shareholders are requested to apply for Warrants.

By Order of the Court of Directors,
A. C. HYNES,
Chief Manager.
Hong Kong, 25th Feb., 1928. [5823]

INTIMATIONS.

PARTICULARS AND CONDITIONS OF SALE

OF THE VALUABLE LEASEHOLD PROPERTY

Situate in the PEAK DISTRICT in the Colony of Hong Kong and registered in the LAND OFFICE as THE REMAINING PORTION OF RURAL BUILDING LOT No. 2, Together with the Dwelling House thereon known as "FUNG SHUI".

TO BE SOLD BY PUBLIC AUCTION ON THURSDAY, THE FIRST DAY OF MARCH, 1928, AT 3 O'CLOCK P.M.

By Messrs. HUGHES & HOUGH, LTD., Auctioneers, AT THEIR AUCTION ROOMS, 100, HONG KONG STREET, VICTORIA, HONG KONG.

VACANT POSSESSION 31st MARCH, 1928. The Property consists of—All that Piece or Parcel of Ground having an Area of 91,334 Square Feet registered in the LAND OFFICE as THE REMAINING PORTION OF RURAL BUILDING No. 2, together with all the Messuages or Tenements and other Buildings thereon and the Rights, Easements and Appurtenances thereto belonging and all the Estate and Interest of the Vendor in and to all the said Premises.

For further Particulars Apply to:- Messrs. WILKINSON AGREST, Vendors' Solicitors, OR TO Messrs. HUGHES & HOUGH, LTD., Auctioneers, 8, DES VOGES ROAD CENTRAL, VICTORIA, HONG KONG. 21st January, 1928. [5818]

PUBLIC AUCTION.

THE Undersigned have received Instructions

TO SELL BY PUBLIC AUCTION, ON TUESDAY, WEDNESDAY AND THURSDAY, THE 6th, 7th and 8th MARCH, 1928, AT H.M. NAVAL YARD, HONG KONG, AND AT KOWLOON NAVAL DEPOT, COMMENCING EACH DAY AT 9.30 A.M. WITH AN INTERVAL FROM 12 NOON TO 1.30 P.M.

OLD AND SURPLUS NAVAL STORES, &c., &c., &c. Comprising:- Sted Girders, Iron Reels, Davits, Boat Hooks, Vacuum Cleaners, Harmonium, Air Purifying Plant, Sewing Machine, Cutter, Steamboats, Oars, Gigs, Punting and Shearing Machine, Old Lead Battery Plates, Pumps, Boats Sails, Electrical and Wireless Telegraph Fittings, Glycine, Old Electric Cable, Cooking Stoves, Bakers Oven, Iron Mattresses, Water Closets and Pans, Hydraulic Jacks, Table Covers, Carpets, Rugs, Mats, Tables, Chairs, Desks, Old Steel Files, Matting, Fold-up Lavatories, Camp Beds, Curtains, Overcoats, Glazed and Unglazed Tiles, Leather and Metallic Hoses, Metallic Voice Piping, Old Canvas Tubing, Old Cordage, Old Coir Mats, Canvas Bags, Old India Rubber, Old Leather and Lining, Tanned Rags, Old Woollen Rags, Old Hessian, Old Cork, Cocoa Nut Matting, Asbestos Packing, Old Fenders, Old Iron Drums, Petrol Cans, New Canvas Cuttings, Old Felt, Old Iron and Steel, Old Scrap Brass, Copper, Lead, Zinc, Metals of Sorts, Brass and Gun Metal Boring, Zinc Bottoms and Zinc Ashes, Copper and Brass Tubes, Wood and Iron Blocks, Lamps, Lanterns, Gauges, Old Glass Plates, Old Steel Shovels, Old Glass, Old Steel Wire Rope and Cuttings, Dirty Mineral Oil and Old Fuel, Chain Cable and Gear, Fire Engine, Forges, Compresses, Watches, Navy Compasses, Binooculars, Clocks, Air Pump, Air Pipes and Breast Pumps, Old Bunting, Firewood, Balsa, Sponges, Vices, Hammer, Old Steel Tools, Circulating Pump Motors of Sorts, Associated Engines, Motor Driven Oil Pump, Refrigerators, Ebonite Oil, Aircraft Floats, Gas and Water Tubing and Miscellaneous Ironmongery, Drills and Tools of Sorts, Fans and Slaters, Milling Machine, Shaping Machine, Lathes with Stand, Lamp Eels, Air Lamps, Money Trays, Mess Tables, and Stools, Gymnastic Gear, etc., etc.

Lots May Be Inspected on MONDAY, 5th MARCH, 1928.

Also SALE OF OLD AND SURPLUS VICTUALLING STORES AT KOWLOON On FRIDAY, 9th MARCH.

Comprising:- Table Linens, Implements, Remnants, Serge, Flannel, &c., Sundry Articles of Mess and Table Gear, Clothing, and Condemned Provisions for Poultry Feeding, &c.

Terms of Sale—As detailed in Catalogue.

LAMBERT BROTHERS, By Appointment Auctioneers to the Admiralty, Hong Kong, 21st Feb., 1928. [5801]

INTIMATIONS.

HONG KONG CRICKET CLUB.

TENNIS TOURNAMENT.

COMPETITORS are Requested to consult the Notices posted in the PAVILION as to the Dates on which their Matches are to be played. [5834]

FANLING HUNT-STEEPLE-CHASES.

SATURDAY, 3rd MARCH, 1928. FIRST RACE—3 P.M.

ADMISSION to Public Enclosure: \$1.00. Ladies Free. Admission to Subscribers' Enclosure on production of Badge only. Subscribers can introduce Two Ladies Free, and Two Non-subscribers at \$5.00 Each. Tickets obtainable from Dr. F. PIERCE GROVE, ALEXANDRA BUILDINGS.

SPECIAL TRAINS—Leave Kowloon: 8.00 P.M. Return from FANLING: 6.00 P.M. RETURN FARE: 1st Class, \$1.50; 2nd Class, 90 Cents.

FREE PARKING FOR MOTOR CARS. [5823]

COMPAGNIE DES MESSAGERIES MARITIMES.

THE Undersigned, going Home on LESDOS has been appointed Local Agent of the COMPAGNIE DES MESSAGERIES MARITIMES with effect from the 25th INSTANT.

(Sgd.) J. LIMAGE, Agent. [5830]

"THE SAN-FAN" CIRCUS.

"SAN-FAN" CIRCUS, having returned from AMERICA, are Giving SHOWS at the PRAYA EAST RECREATION AREA. Expert European Bandmen and Dancing Girls have been employed.

PRICES:
1st CLASS \$1.00
2nd \$0.50
GALLERY SEATS \$0.30

TIME TABLE.

NIGHTLY SHOWS 8.00 P.M. to 11.00 P.M.

MATINEES 2.00 P.M. to 5.00 P.M.

Every Saturday and Sunday, and other General Holidays. [5799]

TO LET.

FROM 1st MAY for Months "KIEK-UT" Street Road, Eight Rooms, Fully Furnished Garage. Monthly Rent: \$300. Fee of Car may be arranged—Apply Box 837, c/o Hong Kong Daily Press. [5837]

TO LET.

A FLAT in HUNFREYS BUILDINGS, Kowloon—Apply HUNFREYS ESTATE & FINANCE CO., LTD., ALEXANDRA BUILDINGS. [5817]

TO LET—For 8 Months from 3rd MARCH on the PEK within Easy Reach of Tram Terminus. Six-roomed HOUSE with Verandah, Cool and Breezy, Excellent low Well furnished and Modern Sanitation. Use of Car may be arranged—Apply Box 837, c/o Hong Kong Daily Press. [5839]

HUNFREYS BUILDINGS, Kowloon—Five Roomed Corner FLAT TO BE LET. Furnished with Every Convenience—Apply: X.F., c/o Hong Kong Daily Press. [5834]

DO YOU WANT BETTER HEALTH? SIMPLY WAY—No long waiting for Remedies—Catarrh, Malaria, Rheumatism, Nervousness, Indigestion, Constipation, Cough, Asthma, Bronchitis, Dropsy—POO ON HERB CO. (YEE FOO LUN, Chinese Herbalist, 25 years' experience in America), 62A, Queen's Road Central (1st floor), Entrance 6A, Queen's Road Central—Hours: Daily 9 a.m. to 12 noon, 1.30 p.m. to 5 p.m. (Sundays 10 to 3).

POCKET CALCULATOR which Adds, Subtracts, Multiplies Accurately like Big Machines and Counts up to 999,999,999. It is Useful, Convenient and Inexpensive. It does the Table Work Satisfactorily, Rapidly and Accurately. \$15 Post Free. D. H. WARDEN, GANTRY, BOMBY. [5860]

INTIMATIONS.

CIGARETTES DE LUXE

BLUE RING CIGARETTES.

TURKISH VIRGINIA MAGNUMS. VIRGINIA INFANTAS.

Hand made from the Finest Tobaccos procurable.

Supplied to Clubs, Regimental and Naval Messes, Leading Hotels, Ocean Liners and Railway Companies.

"INSTITUTE of HYGIENE."

This is to certify that the "Ring" Cigarettes of Messrs. THE RING CIGARETTES CO., LTD., of LONDON, have been passed by the EXAMINING BOARD of the INSTITUTE of HYGIENE as fulfilling the Standard of Merit required by them in evidence of which the Council have affixed the SEAL of the Institute hereon.

Issued this 26th day of October, 1922.

By Order of the Council.

These High Class Cigarettes are specially manufactured for, and sold only through Leading Wine Merchants.

Sole Agents for Hong Kong and South China:

A. S. WATSON & CO., LTD.

ESTABLISHED 1841.

PHONE C. 616. [50]

Hong Kong Office: 11, Ice House Street.

London Office: 21, Bride Lane, Fleet Street, E.C. 4.

The Daily Press.

HONG KONG, FEBRUARY 29th, 1928.

THE TWO AMERICAS.

When the foreign policy and armaments programme of the United States Government are adversely criticised it is often forgotten that this huge and wealthy nation is only part of a hemisphere with its own conditions and problems.

Mexico and South America do not play a big part in European affairs; they are little more than large areas upon the map, and are overshadowed by the Monroe doctrine.

But to a citizen of the United States they are by far the most important parts of the world beyond the boundaries of his own country. The United States needs room to expand. One may say that her own territory, including her considerable colonial possessions and protectorates, should be sufficient, but an American would no doubt reply that England has been expanding from the days when her whole population was less than that of modern New York.

And when much of her own country was still undeveloped. The instinct to colonise and to seek overseas markets seems inherent in the Anglo-Saxon race. The United States looks to the land vast South, but the whole source, has been with its own among the Latin-American.

Mexico, one of the world's treasure houses is also very nearly the world's worst neighbour. The United States may have been heavy handed, notably over the forced purchase of Texas in 1848, upon which the Iberian memory still broods unforgivingly, but she has been sorely tried. The United States for all her size and prosperity is not self-supporting and in the vital commodity of crude oil the home production is now 150 million barrels below requirements.

In Mexico the yield in 1922 was 200 million barrels. A vast amount of capital and a big proportion of the oil by which America's millions of cars are driven thus lie in a country inhabited and ruled by a people in a most destructive phase of political childhood. In an earlier, ruder age America would frankly have undertaken the conquest and annexation of Mexico, to the great advantage of all parties. But that is not America's way. In 1897 State Secretary Olney declared: "The United States, under the Monroe doctrine assumes no Protectorate over any other American State; attempts no interference with the external affairs of such a State; asserts no right to dictate the foreign or domestic policy of such a State." That remains more or less the position to-day in spite of minor deviations due to the special circumstances of Cuba and the Panama Canal.

But meanwhile the vast hoards of American capital are seeking an outlet. The potentialities of South America are unbounded and a little more than a mere scratching of the surface in the Argentine, Brazil and Chile have brought an amazing prosperity to the big sea ports of those countries. There is reason to suppose that as much could be done elsewhere, notably in Bolivia and Peru.

The new enterprise of U.S. capital in the regions of the South is a portent of astonishing energy," says a writer in the "Quarterly Review." "At a bleak night (17,000 feet) of the Andes in Peru I found the great sum of fifty million gold dollars invested in a few age old holes from which a mixed ore of gold, silver and copper is taken." But it is easy to realise that this rush of money, efficiency and enterprise from the North is viewed with mixed feelings by the native population. The sleepy Spanish towns are not always appreciative of new prosperity under the auspices of the "big brother" of America, while modern towns are alarmed for their economic and even political independence. The patriots have taken fright; there is a whole literature of warning, which the case of Mexico suggests is quite superfluous, but it is easy to see that the idea of calling in the Old World to adjust the balance in the New may not have escaped the Latin Republics. What more useful instrument could there be than the League of Nations and this is sufficient to account for United States coldness towards Geneva and her determination to have a navy quite large enough to prevent any interference in her own natural sphere of influence.

Mrs. C. Russell Brown will distribute the prizes at the Diocesan Girls' School, Kowloon, to-day at 5 p.m.

Entries close to-day, at 4 p.m., in connection with the 8th Extra Race Meeting of the Macao Race Club, to be held on Sunday, March 11th.

The total output of the Kaikan Mining Administration's mines for the week ending February 11th amounted to 43,178 tons and the sales during the period to 78,150 tons.

The 41st ordinary annual meeting of the Hong Kong and Kowloon Wharf and Godown Co., Ltd., will be held at the office of Messrs. JARDINE, MATHISON & Co., Ltd., to-day, at noon.

A Chinese who was suffering from leprosy and was being conveyed to a hospital was fatally injured in a motor car accident on the way. He was running along Nathan Road, and the car, upon which he was sitting, was thrown out of control and he was killed shortly after he was admitted to hospital.

A case against the two soldiers charged with defrauding the Hong Kong Jockey Club to the extent of \$75,000, was adjourned until Friday morning by Mr. R. Lindall at the Central Magistrate's court. It was stated that G. S. Hug Jones was unable to attend on account of illness.

DEATH OF DR. J. B. ADDISON.

FORMER PRINCIPAL CIVIL MEDICAL OFFICER OF HONG KONG.

PASSES AWAY AT SEYCHELLES

We learn from a reliable source that a telegram has been received in Hong Kong announcing the death on Sunday of Dr. J. B. Addison, formerly Principal Civil Medical Officer of the Colony.

Dr. Addison left on January 10th for the Seychelles, where he had spent many years of his life as Assistant Medical Officer and Chief Medical Officer. It was in 1924 that Dr. Addison came to Hong Kong and took over the duties of P.C.M.O. He held the degrees of M.R.C.S. Eng., and L.R.C.P., London.

The news of Dr. Addison's death will not come wholly as a surprise to his friends in Hong Kong. It was last summer that he was taken seriously ill with a heart attack while bathing at Repulse Bay. It was hoped, however, that with a period of complete rest in a place of which he was singularly fond, as a result of many years' associations, his health might be restored. He appears to have stood the voyage well, but he did not make the recovery hoped for.

Dr. Addison was about 53 at the time of his death.

BRITISH RUBBER INDUSTRY.

COMPARATIVE STATEMENT.

RESTRICTION SCHEME CRITICISED.

[THROUGH REUTERS' AGENCY.]

LONDON, Feb. 27th.

In the House of Commons at a question time, Mr. Amery, the Dominions Secretary, said that the rubber production of the British Empire in 1927 was 205,000 tons compared with 67,000 tons for foreign countries.

In 1927 the figures were: British Empire, 344,000 tons; foreign countries 255,000 tons. He pointed out that the production of British companies in foreign countries were included in the figures for the latter.

Mr. J. Wall, presiding at the annual meeting of the Ceylon Chamber of Commerce, expressed the opinion that with the established use of reclaimed rubber and the ever-increasing output of the Dutch East Indies, it was difficult to find a reasonable argument in favour of the continuance of the Stevenson Restriction Scheme.

The speaker added that "unless Dutch interests are prepared to join us, we are bound to weaken our own position eventually by continuing in our efforts to control the position by restricting exports."

Important Dutch Meeting.

Amsterdam, Feb. 27th.

Great importance is attached to a meeting of the Dutch rubber growers of the East Indies to be held at the Hague on March 1st. The meeting has been convoked by some members of the Board of the International Union, but it is not being held under the auspices of the Union.

British and other foreign members have, therefore, not been invited.

PREVAILING TOPIC IN MALAYA.

WHAT CHINESE ADVOCATE.

[THROUGH REUTERS' AGENCY.]

SINGAPORE, February 28th.

The policy of rubber restriction continues to be the prevailing topic in Malaya and varied views are being expressed in the newspapers. A big meeting of Chinese rubber producers and merchants urged that the restriction be continued until the overhauling of machinery had had time to take effect as it was anticipated that there would be a serious slump in Malaya if restriction were withdrawn or relaxed. The meeting suggested that co-operation with Dutch producers should be invoked.

FIVE ENTERIC CASES LAST WEEK.

Five cases of enteric with three fatalities were notified last week. There were three cases of small pox (one death) and two of diphtheria (one death). Four influenza fatalities were notified.

All cases were Chinese.

WEATHER REPORT.

Yesterday's weather report, forecast and remarks, issued by the Royal Observatory at 6.30 p.m., stated:-

The anti-cyclone is central over the Sea of Japan. A depression has formed over N. China. Moderate monsoon may be expected over the China Sea.

Local Forecast:—N.E. or variable winds, moderate; overcast; fog in the morning.

**YELLOW RIVER BREAKS ITS BANKS
WITH DISASTROUS RESULTS.****80 VILLAGES INUNDATED—20,000 PERSONS
HOMELESS.****COMMANDERS-IN-CHIEF OF NATIONALIST ARMY.****FENGTIEN'S NEW OFFENSIVE IN
FULL SWING.**

One of those periodical disasters that happen to the Yellow River is reported, the river (well-named "China's Sorrow") breaking its banks near its mouth and causing tremendous damage. Details are lacking, but it is known that 80 villages have been inundated, rendering 20,000 persons homeless.

The Fengtien new offensive against Shansi has begun and fighting is reported in the vicinity of the Yeumen Pass. Shansi reinforcements are being rushed up from Taiyuanfu, Shansi's capital.

Five hundred of the Shanghai Defence Force details yesterday left for England in the s.s. *City of Marseilles*.

**SHANGHAI DEFENCE
FORCE.****500 LEAVE FOR HOME.**

(Wah Tsai Tat Pao.)

SHANGHAI, Feb. 28th. Five hundred of the Shanghai Defence Force details left for Home in the s.s. *City of Marseilles* this morning.

**KWEICHOW TROOPS
HUNAN SUCCESS.**

(Wah Tsai Tat Pao.)

SHANGHAI, Feb. 28th. The Kweichow expeditionary army against the Hunanese, under General Chen Chu Chin, is reported to have captured Sinchow in Western Hunan. The troops are now advancing towards Tuyuen, south-west of Shuenghth.

YELLOW RIVER DISASTER.

(THROUGH REUTER'S AGENCY.)

PEKING, February 28th. The Yellow River has broken its banks at Liting Hsien near the mouth of the river. Eighty villages are inundated and 20,000 persons are homeless. Details are lacking.

**ITALY'S AFRICAN
WARFARE.****HARD FIGHTING BY COLONIAL
TROOPS.****HEAVY ARAB CASUALTIES.**

(THROUGH REUTER'S AGENCY.)

Rome, Feb. 28th. A series of brilliant military operations entailing the hardest fighting by the Italian colonial troops during past years, has resulted in the Italian forces extending their occupation to the edge of the Libyan desert.

Well-armed Arabs fought to the last gasp and left 300 dead in a single action near Tegrift.

Their total losses were between 400 and 500. The Italian casualties were 200.

A strong Italian column from Cyrenaica, later occupied, without fighting, the Oasis of Augila and the little towns of Elgerh and Elletba. Thus the headquarters of the Benussi passed into Italy's possession without contest.

**FLOODS IN RIO DE
JANEIRO.****TWELVE FATALITIES.**

(THROUGH REUTER'S AGENCY.)

RIO DE JANEIRO, Feb. 28th. Twelve fatalities occurred in severe floods in the southern part of the city yesterday. Following heavy rain water poured down from the hills turning the streets into torrents.

NORWEGIAN LOAN.**TO BE ISSUED IN LONDON,
NEW YORK, AND BOSTON.**

(THROUGH REUTER'S AGENCY.)

OSLO, Feb. 27th. The Government has been authorized to raise a loan of 120,000,000 kroner for conversion of the floating debt, and announced that it has concluded an agreement for a 25-year loan of \$30,000,000 in London, New York and Boston. The rate of interest will be five per cent. and there will be no repayment for the first five years. The price of the issue has not been stated.

**ONE MORE PIRACY.
CHINESE STEAMER'S UNHAPPY
EXPERIENCE.****DISTARDLY THREAT.****HEAVY LOOT; PASSENGERS
AND SHIP'S SHROFF HELD
TO RANSOM.**

(THROUGH REUTER'S AGENCY.)

FOOCHOW, Feb. 28th. The Chinese passenger steamer *Hua An*, which left Shanghai on February 21st, arrived at Pagoda Anchorage to-day after a thrilling, though unhappy, experience at the hands of 14 pirates who, after saturating parts of the ship with kerosene, threatened to set it on fire and scuttle it if a gunboat hove in sight.

Not content with five cases of piece goods and \$10,000 stolen from the passengers, the pirates made off with four passengers and the ship's shroff.

**SPAIN TO RETURN
TO THE LEAGUE.****SEQUEL TO AGREEMENT ON
TANGIER.**

(THROUGH REUTER'S AGENCY.)

PARIS, Feb. 28th. It is stated that Spain will return to the League of Nations at the September Session. This follows on the reported Franco-Spanish Agreement regarding the administration of Tangier.

**R.A.F. FLYING BOATS AT
SINGAPORE.****BEING OVERHAULED.**

(THROUGH REUTER'S AGENCY.)

SINGAPORE, Feb. 28th. The Royal Air Force Flying Boats have arrived to undergo an overhaul before leaving for Australia in the middle of May.

**FRENCH TRADE
FIGURES FOR JANUARY.**

(THROUGH HAWAII AGENCY.)

PARIS, Feb. 28th. French imports for January totalled 4,123,000,000 francs and exports 4,019,000,000 francs.

Aero-Postal Service.

The aero-postal service between France and South America will be opened on March 1st.

**THE LONG NON-STOP
FLIGHT.****FROM NEW JERSEY TO
PANAMA.**

(REUTER'S AMERICAN SERVICE.)

FRANCEVILLE, Panama Canal Zone, February 28th. The dirigible *Los Angeles* has arrived.

POLITICAL RIOT IN TOKYO.**CLASH WITH POLICE.**

(THROUGH REUTER'S AGENCY.)

TOKYO, Feb. 28th. Several police, including two officers, were injured last night when a crowd, estimated at over a thousand, clashed with a strong detachment sent to watch over a Proletarian Party meeting.

The main trouble arose when the police, after suppressing several speakers, closed the doors and refused admittance to hundreds who were wishing to enter.

**AMERICA'S NAVAL PRO-
GRAMME.****STATEMENT BY THE "FIRST
LORD."**

(THROUGH REUTER'S AGENCY.)

LONDON, Feb. 27th. Mr. W. C. Bridgeman, the First Lord of the Admiralty, in a speech in London to-day, said that the American naval programme was now being reduced almost to what Britain proposed at Geneva.

He had no reason to believe that America wanted ships for anything else than for her own defence.

**PROPOSED FRANCO-
AMERICAN TREATY.****ANOTHER U.S.A. NOTE.**

(REUTER'S AMERICAN SERVICE.)

WASHINGTON, Feb. 28th. Mr. F. Kellogg, Secretary of State Department, has presented the French Ambassador with another Note in connection with the proposed Franco-American Treaty to outlaw war in reply to the French Note of January 21st.

**BRITISH COTTON
INDUSTRY.****JOINT CONFERENCE.****OPERATIVES' NOTE.**

(THROUGH REUTER'S AGENCY.)

LONDON, Feb. 27th. The joint conference of the cotton employers and the operatives' leaders held at Manchester to-day, after a discussion lasting for over four hours, adjourned until Monday next without coming to a decision.

An official statement issued states that the representatives of the operatives handed the employers a note, expressing regret that the latter were not in favour of the establishment of a Statutory Committee to enquire into the position.

The note also declared that neither the wages paid nor the 48-hour week were causes of the unsatisfactory state of the industry. The real causes would be found elsewhere.

An independent and impartial inquiry was most likely to diagnose the causes correctly and the operatives cannot agree to the employers' proposals to appoint a Committee of twelve representatives of each side to consider the factors of the cost of production of yarn cloth, and to report within a month how production costs can be reduced so as to secure a greater volume of trade.

The employers, in reply, pointed out that they have withdrawn definitely the specific recommendations for the reduction of wages and an increase of hours, but they have not withdrawn the question of investigating the effect of the present wages and hours upon their competitive power.

The employees would collaborate with the operatives in ascertaining any facts mutually agreed to be germane to the question.

The Conference adjourned to enable the operatives' representatives to consider the employers' last proposal.

**U.S.A. AND BRITAIN.
NO MULTILATERAL TREATY.**

(THROUGH REUTER'S AGENCY.)

LONDON, Feb. 27th. Sir Austen Chamberlain replied in the negative when asked to the House of Commons at question time whether America had offered Great Britain a multilateral treaty similar to that offered to France.

The reply covered a further question as to whether negotiations concerning such a treaty were not proceeding.

**U.S. IMMIGRATION
QUOTAS.****INCREASES TO EUROPEAN
COUNTRIES.**

(REUTER'S AMERICAN SERVICE.)

WASHINGTON, Feb. 27th. President Coolidge has transmitted to the Senate a Bill providing for considerable increases in the immigration quotas of several European countries, including Britain, whose quota is fixed at 65,894 compared with 21,007 in previous years.

GERMAN POLITICS.**COMMUNIST NON-CONFER-
ENCE VOTE REJECTED.**

(THROUGH REUTER'S AGENCY.)

BERLIN, Feb. 27th. The Reichstag to-day rejected a motion of non-confidence in the Government proposed by the Communist Party.

CINEMA COLLAPSES.**MANY WOMEN AND CHILD-
REN KILLED.**

(REUTER'S AMERICAN SERVICE.)

RIO DE JANEIRO, Feb. 27th. Many fatalities, mostly women and children, have occurred as the result of the collapse of a cinema in Curitiba, in the State of Parana. Thirteen bodies have recovered so far.

**COLONEL GORDON
OF SHANGHAI.****LEAVING FOR HOME.****HEALTH BROKEN DOWN.**

(THROUGH REUTER'S AGENCY.)

SHANGHAI, February 28th. Colonel W. F. L. Gordon, Commandant of the Shanghai Volunteer Corps, is leaving for Home in the s.s. *Macdonald*. He is retiring owing to his health having broken down.

According to official sources Colonel Gordon was primarily responsible for the advice to the War Office which resulted in the urgent despatch of the Shanghai Defence Force a year ago (while meantime making excellent dispositions for the defence of the International Settlement) which almost certainly saved the Settlement from plunder.

[A report of Colonel Gordon's farewell with the Corps is printed on page 2.]

**BRITISH AMBASSADOR TO
GERMANY.****SIR HORACE RUMBOLD
APPOINTED.**

(THROUGH REUTER'S AGENCY.)

BERLIN, Feb. 27th. The British Government has asked the German Government to approve of the appointment of Sir Horace Rumbold as Ambassador at Berlin.

BERLIN, Feb. 28th. The Government has agreed to the appointment.

[The Right Hon. Sir Horace George Montagu Rumbold, the ninth Baronet, has been British Ambassador at Madrid since 1924. He was born on February 8th, 1860, the eldest son of Right Hon. Sir Horace Rumbold, and Caroline, daughter of George Harrington, United States Minister at Bern. He was educated at Eton, Cambridge, and at the University of Bonn, and was *Chargé d'Affaires* at Munich in 1903; *Councillor of Embassy*, Tokyo, 1908-13; *Chargé d'Affaires* at Tokyo, 1908-13; *Councillor of Embassy*, Berlin, 1904; *Chargé d'Affaires* at Berlin, 1904; left Berlin on declaration of war and was employed in the Foreign Office; British Minister, Switzerland, 1916-19; Republic of Poland, 1919-20; British High Commissioner and Ambassador at Constantinople, 1920-24; was second British Plenipotentiary at the Lausanne Conference, November, 1922-February, 1923, and Chief Delegate at the resumed Conference April-July, 1923; signed the Lausanne Treaty on behalf of the British Empire, July 24th 1923.]

**THE WASHINGTON HOURS
CONVENTION.****WHY THE BRITISH GOVERN-
MENT HAS NOT RATIFIED.**

(BRITISH WIRELESS SERVICE.)

RUGBY, Feb. 27th. A debate was initiated in the House of Commons by Mr. Thomas Shaw, C.B.E., Minister of Labour, in the late Labour Government, on the Washington Hours Convention. Mr. Shaw charged the Government with failing to ratify the convention.

Mr. H. B. Botherton, C.B.E., Parliamentary Secretary to the Ministry of Labour, replying, pointed out that the British delegates to Washington were not plenipotentiaries, and that what they signed was not a treaty but a draft convention. He mentioned the many draft conventions which had never been ratified by various countries. Before this country could ratify a convention it had to bring the law of the country into conformity with the convention. He declared: "We are not prepared to ratify, because in our view there are at this moment agreements in existence affecting many hundreds of thousands of workers, which agreements we believe are valuable instruments for the maintenance of industrial peace. We believe these agreements would be imperilled and this result would be a calamity, and it is a risk we are not prepared to take."

OBITUARY.**AN AMERICAN BISHOP.**

(REUTER'S AMERICAN SERVICE.)

NEW YORK, Feb. 28th. The death is announced of the Reverend Ethelbert Talbot, ex-president of the Protestant Episcopal Church.

**FOREIGN OFFICE AND MRS. DYNE'S
CASE.****RESULT OF GOVERNMENT ENQUIRY.****MR. J. D. GREGORY, ASSISTANT UNDER-SECRETARY
OF STATE, DISMISSED.****MR. O'MALLEY, NEGOTIATOR OF HAN-
KOW AGREEMENT, "PERMITTED
TO RESIGN."**

The result of the Government enquiry following the lawsuit connected with speculation in French francs in which high Civil Servants were involved was communicated by Reuter yesterday.

In consequence of the Board's findings Sir Austen Chamberlain has directed that Mr. J. D. Gregory, Assistant Under-Secretary of State for Foreign Affairs, be dismissed; that Lieut. Commander Maxse be severely reprimanded and forfeit three years' seniority and that Mr. O. St. C. O'Malley, the negotiator of the famous Hankow Agreement, who was also involved, be "permitted to resign."

Sir Austen adds to the announcement a Minute that he is glad to observe that, serious as were the offences from the Service point of view, there was no question of corruption or use of official information.

THE BOARD'S REPORT.

According to a wireless message from Rugby the report of the Board of Enquiry is a lengthy document, compiled after much evidence had been taken, and divided in three parts.

The first deals with the cases of the three Foreign Office officials mentioned in connection with speculations in foreign currency.

The Board came to the conclusion that while Mr. Gregory and Mr. O'Malley, and Lieut. Commander Maxse neither used, nor endeavored to use, any official information for the purpose of their transactions, such transactions ought never to have been undertaken by Civil Servants, least of all by those to whom, from the nature of their work, sensitiveness and suspicions of foreign countries with regard to such dealings in their currencies, cannot have been unfamiliar.

The action of these three officials, in the view of the Board, was inconsistent with their obligations as Civil Servants. Regarding Mr. Gregory, the Board state: "We cannot doubt he was conscious of the impropriety of what he was doing, and we do not regard it as sufficient excuse that he did not at any time make use of official information for his private ends."

The case of Mr. O'Malley, who initiated the business, the Board regards as distinguishable from Mr. Gregory's only by a smaller volume and shorter duration of the transactions.

They think extenuating circumstances admissible in Lieut. Commander Maxse's case.

OTHER CASES.

The second part of the report deals with the question whether other Civil Servants have been engaged in similar transactions. In two specific cases in which officials had volunteered statements to the Board regarding past investments the view is expressed of the impropriety of their actions, which, however, bore no resemblance, except in form to the systematic operations of the other three officials mentioned, and the Board are satisfied that no question arises of inside information having been used.

SIR MILES LAMPSON.

The report refers to Sir Miles W. Lampson buying jointly with his wife £1,000 worth of French francs in November, 1920, which he sold later at a profit of £125.

The Board of Enquiry state they regard such a purchase of foreign currency by a member of the Diplomatic Service as undesirable, even though it was a single transaction only and had nothing at all in common with the gamble in differences.

Information obtained from many sources led the Board of Enquiry to conclude that rumours of many Civil Servants being involved in such transactions are groundless.

THE ZINOVIEFF LETTER.

The third section of the report deals with the allegation that to serve his own financial ends Mr. Gregory had manipulated the publication of the Zinovieff letter and Note to the Soviet Charge d'Affaires regarding it. After a careful analysis of all circumstances and events regarding that episode, the conclusion reached is that not the slightest foundation exists for attaching suspicions to Mr. Gregory. The Board, in fact, shows that Mr. Gregory, in departmental Minutes, advised against the publication of the documents. Moreover, the fact that they were published had no effect upon the course of foreign exchanges.

Dealing with the position of Civil Servants generally the report concludes:

"The public expects from them a standard of integrity and conduct, not only inflexible but fastidious, and has not been disappointed in the past. We are expressing the view of the Service when we say that the public has a right to expect that standard and that it is the duty of the Service to see that expectation fulfilled."

**DETAILS OF THE
CASE.****MRS. DYNE TO PAY £38,938.**

(THROUGH REUTER'S AGENCY.)

Judgment was given against Mrs. Dyne in the King's Bench Division on February 1st, when she was ordered to pay £38,938 and costs to Messrs. Ironmonger & Co., Ltd., foreign bankers, on account of the losses she had made on the purchase and sale of foreign currency amounting to millions of francs and lire.

The case had a remarkable sequel when the following official statement was issued from 10, Downing Street:

The Prime Minister, in consultation with the Secretary of State for Foreign Affairs, has directed that an inquiry shall be held forthwith into certain statements made on the course of the case, Ironmonger & Company v. Dyne affecting Civil Servants. The following will be the members of the Special Board of Inquiry: Sir Warren Fisher, G.C.B., G.C.V.O., Permanent Secretary to the Treasury; Sir Malcolm Ramsay, K.C.B., Comptroller and Auditor-General; and

Mr. M. L. Gwyer, C.B., H.M. Procurator-General and Solicitor to the Treasury.

During the proceedings in the case reference was made in evidence to Mr. J. D. Gregory, Assistant Under-Secretary of State for Foreign Affairs, who, it was alleged, had introduced Mrs. Dyne to a partner of Messrs. Ironmonger & Co. Mrs. Dyne was cross-examined at considerable length as to whether or not Mr. Gregory had been interested, and to what extent.

The case was before Mr. Justice Horridge and a special jury for several days. Mrs. Aminta Marjorie Bradley-Dyne pleaded the Gaming Act, claiming that the transactions were not real transactions at all, but were gambles which involved no liability to deliver or accept delivery.

"The only defence to this action is that it is a gamble transaction," said Mr. Justice Horridge, addressing the jury. "You have to be careful in the way you apply that. On the Stock Exchange people speculate every day without the least intention of ever taking up the shares they buy or sell, but if the ordinary Stock Exchange contract is entered into, that is not gambling in the eye of the law at all."

(Continued on Page 8.)

FOREIGN OFFICIALS AND DYNE'S CASE.

(CONTINUED FROM PAGE 7.)

The transactions which had been called gaming by the defence were gaming in the sense in which people used the word speculation, but it was necessary for the jury to decide whether or not the transactions were transactions as to which there was an agreement between the plaintiffs and Mrs. Dyne that in no case should she have to deliver, or in no case should she have to receive, and that the only thing which they agreed by the contract was that they should respectively receive and pay according to market prices.

Foreign Office Official.

The question which would leave to the jury was: Notwithstanding the ostensible terms of the business, was there a secret understanding that the stock should never be called for or delivered, and that the difference only would be paid?

On the face of it, the transaction was a proper business sale and purchase, but the jury had to be satisfied that there was super-added to it an agreement such as he had referred to.

The matter did not depend upon the fact that the parties thought the transactions would only be speculations in differences, unless there was super-added to that contract an agreement that, supposing she should not close a sale of francs, she should not be bound to deliver francs to the plaintiffs, although she could not buy them back in the market.

Referring to the introduction into the case of the name of an official at the Foreign Office, Mr. Justice Horridge pointed out that it was in that part of the case when Mr. de Wael was cross-examined that the name had to come out.

The Verdict.

Mr. Bevan had opened the case without referring to it, and Mr. de Wael gave his evidence without referring to it, but when it came to the point that the cross-examination showed that this woman was so much a woman of straw that she had to take a position at Waring's and to part with her beloved jewellery, then Mr. de Wael had to say that he was introduced by this man in an influential position, a man in the Foreign Office.

The point was relevant because Mrs. Dyne had been cross-examined at considerable length as to whether or not Mr. Gregory had been interested, and to what extent.

He was not going to comment on that, but the jury had heard Mrs. Dyne in the witness-box, and it was for them to say whether her cross-examination and her attitude in answering questions were such as to show that she was or was not a witness upon whose evidence they could rely.

After a short absence the jury returned a verdict for the plaintiffs, Messrs. Ironmonger & Co. His Lordship thereupon entered judgment for them for £38,038, with costs.

"Your client has not got a half-penny in the world practically," remarked the Judge, when Mr. Blanco White, for Mrs. Dyne, raised the question of a stay of execution. He pointed out that only one question had been left to the jury, and he thought it was a case in which he ought to say that he emphatically declined to give a stay of execution. "Can you bring the money into Court?" he asked.

Mr. White: No, my Lord.
Mr. Justice Horridge: Can you bring £30,000 into Court?
Mr. White: No, my Lord.
Mr. Justice Horridge: Then I repeat what I have said.

Although looking somewhat pale, Mrs. Dyne showed no agitation after the announcement of the verdict. She afterwards quietly left the Court and consulted her counsel.

PREMIER'S ACTION.

Supporters of the Government were pleased, but not at all surprised, that the Prime Minister should have taken such prompt measures to secure a full inquiry into statements made in the course of the case of Ironmonger & Co. v. Dyne, which affect the Foreign Office, which affect the Foreign Office, which affect the Foreign Office.

The fact that the personnel of the Board of Inquiry and terms of reference were given to the newspapers within a short time after the verdict of the jury, shows that Mr. Baldwin had been carefully studying the position from the opening of the trial, so as to be prepared for immediate action.

The criticism of both parties will probably complain that the Board is too official, and that some judicial authority should have been a member.

Even superficial consideration, however, will convince the average man that the tribunal is at once competent and strong. Sir Warren Fisher is the head of the Civil Service; Mr. Gwyer fulfils every legal qualification that could be desired; while Sir Malcolm Ramsay, Comptroller and Auditor-General, is by virtue of his office independent of and apart from the Civil Service of the Crown.

THE HONOUR OF THE CIVIL SERVICE.

Commenting upon the appointment of the Board of Inquiry, the *Times* said:

The Government have acted both correctly and promptly. . . . So much may be said without infringing in any way the code which in this country forbids public comment during the process of a judicial inquiry. It was manifestly impossible that the association of at least one highly placed official with a case of the character of Ironmonger and Dyne—even though that association may prove on inquiry to be irrelevant and accidental—should be allowed to pass without instant consequential proceedings. The reputation of the British Civil Service stands so high, and rightly stands so high, not merely for absolute integrity, but for the avoidance even of the breath of suspicion, that its members will be the first to court the closest examination. Their opportunities for turning to private profit the knowledge which they acquire in confidence through their public duties are sometimes overestimated, for it requires a different kind of experience to realize the financial possibilities of political positions, constantly recurring—the preparation of the Budget is perhaps the most conspicuous when scores of Civil servants, by no means overpaid, are familiar for many weeks with secrets which might be turned, and are never turned, to inestimable profit for themselves. Whatever conclusions may be reached by a very competent board of inquiry, there can be no ground for fear that the Civil Service as a whole has forgotten its great traditions.

PRESS COMMENT.

London, Feb. 27th.

The newspapers commend the promptitude of the Government's action in regard to the franc case, and the courage and candour of the framers of the report.

They agree that the punishment of the officials concerned is none too severe, though the *Daily Telegraph* appears to find some extenuation in what it describes as the inadequacy of the salaries of the higher officials in the Foreign Office. While all commentators regret the revelations it is the opinion that the Report amply vindicates the honourable traditions of the Civil Service.

SPECULATORS' LOSSES.

The report of the Board reveals that at three officials lost in franc speculation: Mr. J. D. Gregory lost about £25,000; Commander M'Alley, over £23,000; and Mr. O'Malley just over £100.

It was established that in 1923, Mr. Gregory speculated jointly with Mrs. Dyne, the defendant in the action, and continued to do so until 1925. Mrs. Dyne was the wife of one of his former school fellows. Between them they dealt with approximately £250,000,000 francs.

After 1925, Mr. Gregory continued his speculations separately; his manipulations then involving a further 40,000,000 francs.

Apparently Mr. O. St. C. O'Malley was the initiator of the whole business, but his personal transactions were infinitely smaller, and of shorter duration.

The mention of the notorious Zinovieff Letter of October, 1924, by the Board of Enquiry, recalls that on October 25th, 1924, a letter addressed by the Foreign Office to the Soviet Ambassador in connection with the Zinovieff Letter was signed by Mr. Gregory "in the absence of the Secretary of State."

The Board recalls that the circumstances of its despatch and publication became the subject of acute political controversy and there arose suspicions that Gregory deliberately attempted to compromise Mr. Ramsey MacDonald's Government by going behind the ex-Premier's back a few days before the General Election, simultaneously to serve his own financial ends.

The Board finds the accusation against Mr. Gregory to be baseless as the late Sir E. W. Crowe, the Permanent Under-Secretary at the Foreign Office, was responsible for the decision to send the letter, following instructions from Mr. Ramsey MacDonald.

Mr. Gregory's signature to the note was just a matter of routine.

[THROUGH REUTER'S AGENCY.]

Mr. J. D. Gregory.

Mr. J. D. Gregory left his home in the West of London at 7 o'clock this morning stating that he was going away for two or three days and would send word where his correspondence should be forwarded.

LOCAL FOOTBALL.

H.K.E.C. BEAT K.O.S.B.

H.K.F.A. SHIELD GAME.

By two clear goals, the H.K. Club qualified to meet Kowloon at Sookunpoo in the semi-final of the senior shield competition on Saturday next. The K.O.S.B. missed from the penalty spot and netted twice but the goals were disallowed. The first was knocked in by Toal while Stock scored after the whistle had sounded against him for offside. The game was full of excitement and thrills, several chances being missed. Towards the close some of the players were taking the man at the wrong time and free kicks were frequent. When the Club netted their second goal, the game was practically over, for it wanted only four minutes to time. The Club played a winning game after they got the lead, kicking strongly and breaking up the K.O.S.B. combination. The first goal was scored by Scott after Simpson had taken a pass from Taylor and failed. At the interval the Club were leading by a goal to nil.

The second half opened with the K.O.S.B. pressing but Black playing a brainy game frequently put the forwards offside. The Club's middle line, Stewart, Watson and McBride, played a spilling game, the preparation of the Budget is perhaps the most conspicuous when scores of Civil servants, by no means overpaid, are familiar for many weeks with secrets which might be turned, and are never turned, to inestimable profit for themselves. Whatever conclusions may be reached by a very competent board of inquiry, there can be no ground for fear that the Civil Service as a whole has forgotten its great traditions.

The ground was on the heavy side and this appeared to suit the Club's style of play. The K.O.S.B. halves were not so good, leaving the wings very open and had Simpson accepted the chances offered he should have put on, at least, three goals.

TODAY'S GAMES.

Today, at Sookunpoo, the final of the United Services Competition will be played.

At 2 p.m.:—H.M.S. *Troquois* will play the Scots Guards in the juniors.

At 4 p.m.:—K.O.S.B. will play H.M.S. *Victoria* in the seniors.

H.E. Major-General C. C. Luard, C.B., C.M.G., will present the trophies to the winners at the close of the senior game.

HOME FOOTBALL.

NORTHERN SECTION MATCH.

[THROUGH REUTER'S AGENCY.]

London, Feb. 27th.
In the Northern Section of the English League to-day, Stockport County defeated Wrexham by five goals to nothing.

EXCITING SCENE AT A CUP-TIE.

GATES BURST OPEN BY THE CROWD.

5,000 RUSH IN.

Nottingham, Feb. 1st.
Unprecedented scenes were witnessed here on the occasion of the replayed F.A. Cup tie between Nottingham Forest and Derby County this afternoon, when the crowd broke down the gates.

So many persons wished to see the game that the gates were closed long before the kick-off, and many thousands of enthusiasts were locked out. Crowds from the outlying districts poured into the city from an early hour in the morning, and special trains brought thousands of people from Derby.

Mounted police had to be called in to patrol the touch-line before the beginning of the game, and before the end many thousands of would-be spectators who had followed the progress of the match from outside the entrances made a rush for the main gates.

A number estimated at 3,000 succeeded in breaking down the gates and entering the ground.

Referee's Refusal.

The situation at half-time was such that the referee refused to allow the players to leave the field, and refreshments were brought out to them. Large reinforcements of police were necessary to cope with the crowds both inside and outside the ground, and it was only with difficulty that traffic in the Trent Bridge district was kept on the move.

Additional barricades had to be put in use after the gates had been rushed, and no one was allowed either to enter or to leave the ground.

LAWN TENNIS.

OPEN DOUBLES CHAMPIONSHIP.

PIONSHIP.

SOME FORECASTS.

[BY HOLLYWOOD.]

The competition for the Open Doubles Championship of the Colony will be held simultaneously with the Open Singles and commences on Monday, March 5th.

An added interest this time is the fact that two strong British pairs are competing and a great deal of confidence is at present placed in them. One pair is a strong Military combination in Major Lucas and Major Stevenson who were acknowledged the best pair in the U.S.R.C. Tournament held recently, and the other pair is Dr. Tottenham and R. Hancock. Two years ago Major Stevenson and Major Pratt gave the Rummahs a very stiff game in the final so that he and Major Lucas are expected to make a strong bid for the title this time. On paper Dr. Tottenham and Hancock make a very formidable combination and if they can combine well, they should prove very dangerous. Last year's winners (H. D. and S. A. Rummahs), Ng Sze Kwong and Ng Sze Cheung, and E. C. Fincher and E. F. Fincher are among the best entered and of particular interest is the competition for the first time for the Ho Kom Tong Challenge Cup, which are to be held if won by the same pair three years in succession.

Forecasts.

Prophecy is more difficult in Doubles than in Singles and I shall not attempt at the present to select the likely semi-finalists, but rather pick out the last eight pairs who will probably survive. In the first quarter last year's winners and runners-up are bracketed together and I expect them to survive to a place in the last eight. The Rummahs will in all probability meet the Greens in the second round and should win, while Honda and Akayama have an easy passage.

Major Lucas and Major Stevenson are in the second quarter and meet a strong University couple in Lim Peng Chin and A. A. Rummahs, but should win. They will very probably play Razack and Casumbhooy in the second round and are expected to win also. In the same bracket a very good match should be seen between Lieut. J. Hale and Lt. Comdr. North and J. Shiva and T. J. Remedios in the first round.

The winners are expected to enter the last eight. It is likely that the latter pair will survive.

Ng Sze Kwong and Ng Sze Cheung are in the third quarter and meet their Club mates, and the other pairs are not considered to have much chances against them.

Hancock and Tottenham are in the fourth quarter and are expected to reach the third round without difficulty. There, in all probability, they will meet the Fincher brothers who are just below them.

The following will probably be the last eight surviving pairs:—
H. D. Rummahs and S. A. Rummahs, T. Honda and T. Akayama, F. J. Remedios and J. Silva, Major Lucas and Major Stevenson, Ng Sze Kwong and Ng Sze Cheung, Dr. Tottenham and R. Hancock, E. F. Fincher and E. F. Fincher.

CLUB SINGLES.

No play was possible yesterday on account of the soft state of the ground, but one match is down for decision to-day, weather permitting. G. Mielkin is opposed to G. W. Sewell.

TAMPERING WITH RACING DOGS.

REGULATIONS NEW CONTROL BOARD SHOULD ENFORCE.

[BY R. A. KEEBLEY.]

London, Jan. 11th.

Good progress is being made towards the establishment of the much-desired national control body for greyhound racing. At to-day's meeting in London, representatives of the various greyhound racing companies, with the Earl of Kilmorrey in the chair, I understand that the business was to draw up a definite scheme which will be submitted to a subsequent meeting.

Ever since greyhound racing became so popular the establishment of a national board of control, has been an urgent necessity, and there is a considerable amount of work for the new legislators to raise and maintain the sport at a high level.

In America, where they have a control association, they have many rules for the conduct of racing, and one of these sets out very definitely the duties of the stewards, particularly in regard to the stationing of officials at the benches to watch for incidents that are likely to contribute to a false result.

Another matter dealt with in the American regulations concerns us in this country, too. This is the rule which forbids the use of drugs.

(Continued on next column.)

FLYING BY OXFORD UNDERGRADUATES.

BUT NOT OVER CITY.

UNIVERSITY AIR SQUADRON'S PROGRESS.

Oxford, Feb. 1st.

Flying by undergraduates, for which the Oxford University Air Squadron has been working steadily since it was founded three years ago, has been permitted at long last by the University authorities, and is in full swing at Upper Heyford, twelve miles north of Oxford.

Machines must only be taken out in the afternoon, and whether students have qualified for pilots' certificates or not they must not take machines into the air unless accompanied by instructors. Preliminary safeguards include the written permission of parent or guardian and College authorities and a medical examination. Three Lynx Avro machines have been provided by the Air Ministry for the squadron, and this allows ten undergraduates to take machines up daily for about half an hour each.

Under no circumstances must undergraduates fly machines over Oxford. The ready acceptance of this last restriction, it is felt, must have been a great relief to the responsible authorities. Exciting progress as it would be to watch progress in skill overhead, the privilege would not be unattended by risks, and a member of the squadron observed to-day that it might prevent the dons from thinking.

The training includes a thorough course of ground technique and theory in the various branches of aviation, and Wing Commander A. G. R. Garrod, the chief instructor, is building up an up-to-date library at the squadron headquarters at Oxford.

Not only prospective R.A.F. officers are accepted by the Selection Committee but also men who are reading for any profession. The business of the Air Ministry (which bears the entire cost) is to interest everybody in aviation, and Oxford is felt to be the sort of place through which this can be done. To encourage an interest in air strategy an annual prize essay, has been instituted. The problem set for 1928 is the general question:

The coast defence scheme of Great Britain has in the past been designed to withstand the attack of surface craft. To what extent has the advent of aircraft modified this scheme, and what developments are required to meet present-day conditions?

The judges are Major-General Sir Ernest D. Swinton, Chichele Professor of Military History (who wrote *The Green Curve*), under the pseudonym Cle-Lud-Ole, and described the early stage of the Great War as "An Eye-witness", and the Chief Instructor.

GIRL'S PLUCK IN SEA TRAGEDY.

MALTA, Feb. 1st.

The crew of H.M.S. *Fimiera* are full of praise for the heroic conduct of Miss Monk Mason, the 14-year-old daughter of the British Consul at Constanza, and a passenger on board the Italian oil tanker *Antares* which the latter came into collision with H.M.S. *Caletta* in the Ionian Channel on January 30th.

Witnesses state that the tanker was abandoned in panic by her crew, the steward lost his life in trying to jump on board the *Fimiera*, and the captain boarded H.M.S. *Ceres*.

Meanwhile the chief officer, who was fatally injured, lay groaning with pain in his cabin, which had received the full force of the collision. Miss Mason, the only person left on board, heard the cries and rushed to the cabin and stood by the chief officer until he died.

[REUTER.]

or of electrical, mechanical or other appliance, for the purpose of affecting the speed of a dog in a race.

Malpractice.

This is very desirable ruling. I understand there are corresponding regulations for all our tracks. There are several other ways by which the speed of a dog can be affected and strong disciplinary action has been taken in proven cases already. A dog's toes can be bound together with a rubber band; the misuse of a piece of string can stop a dog many yards; the placing of a wax ball can do a lot of mischief.

Our promoters take elaborate precautions against the practice of these infamous things, and I am assured that at Wembley, the White City, Harringay and other southern tracks all dogs are examined before they are put into the racing kennels and that they cannot be interfered with later.

When the Board of Control starts to function, I hope it will insist that, at all tracks, there shall be appointed an official who shall be charged to see that no dog has been tampered with in any way before being entered—muzzles can still be examined before dogs go to the starting box—and who shall report to the chief steward before each race.

GIRL FAINTS AT ACQUITTAL.

STORMY SCENES IN MARSEILLES COURT.

STUDENT WHO SHOT A PROFESSOR.

DEFENDING HER HONOUR.

MARSEILLES.

After an impassioned appeal in her defence by Maître de Moroginier, the famous Paris criminal lawyer, Alba Bianchi, the pretty 19-years-old student, was acquitted at the Aix Assizes of the murder of her former lover, Dr. René Desvignes, a professor of philosophy, whose classes the girl used to attend.

The girl is the daughter of a prominent Corsican family known more than a century ago as among the most devoted followers of Napoleon. Maître de Moroginier is also a Corsican.

"Long Live Alba!"

When the verdict was announced the girl fell fainting on to the floor of the dock. People in court burst into loud cheers and shouted, "Long live Alba!"

The girl and the professor met at Marseilles two years ago and a warm friendship sprang up between them. Last summer they quarrelled, and one night at 1 a.m., after she had waited for him outside a theatre, she demanded that he should retract aspersions which she said he had made upon her honour.

They had a violent altercation, during which the professor was fatally shot by a revolver which the girl was holding with the intention, she declared, of committing suicide. He said he was shot from behind, but "I forgive her."

The girl said the revolver went off accidentally when he pushed her.

Jury's Refusal.

The presiding judge, M. Bringer, while admitting that the girl was justified in defending her honour, caused her to break into hysterical tears when he questioned her regarding a photograph of herself. This was taken by another girl while Alba Bianchi was at a boarding-school at Aix, and it showed her with very few clothes. In spite of counsel's vehement protest it was handed round to the jury, most of whom passed it along without looking at it.

Brushing away her tears, Mlle. Bianchi said that the photograph was taken merely as a college joke and next day she obtained the notes and took it.

Comed for the prosecution brought as evidence against her character the facts that she used lipstick and occasionally had been seen walking bareheaded in the streets of Aix smoking a cigarette. In reply to the judge, who pressed her as to why Professor Desvignes had slandered her after breaking off their engagement, Mlle. Bianchi replied amid tears.

"He wanted to marry me and I loved him, but I doubted his sincerity when he made certain suggestions to me, and I thought we had better part."

"It has been said that you danced the Charleston in prison with your fellow prisoners," remarked the president.

"I do not like dancing," the girl replied. "I can dance only the Charleston, and as a discussion arose about it among us in the prison and one of the women said she had never seen it, I showed the dance to them."

Stormy Scenes.

An earlier paper states that stormy scenes marked the opening of the trial.

Shouts drowned the president's voice as he tried to open the proceedings. He could make no progress, so he ordered gendarmes to clear out the disturbance. The court was suspended while this was being done. The girl's plea is that she did not kill the young professor intentionally but accidentally, when with a pistol in her hand she summoned him to retract aspersions which she alleged he had made upon her honour.

Before he died the professor murmured that the girl had said that if he did not marry her she would kill him. "I told her," he gasped as he lay dying, "not to be silly, but to go home to bed. I had just turned my back when I was shot from behind. But don't harm her. I forgive her."

The girl gave an entirely different version of the tragedy, which she pictures as a Corsican vendetta in which she was called upon to defend her own good name. She said:

"I had waited to ask Professor Desvignes for a full explanation of the calumnies he was spreading concerning me. I told him that I insisted on a public apology. We quarrelled violently in the street. I had in my hand a revolver which I had bought with the idea of committing suicide. During our heated dispute René grabbed me by the right arm and pushed me back violently. At that moment the revolver went off."

"I never intended to shoot him, for I loved him so."

(Continued at foot of next column.)

BRITISH HOUSE OF THE FUTURE.

THE IDEAL HOME EXHIBITION.

ARCHITECT'S DARING PROPHECY.

GARDEN AERODROME.

In the first serious attempt made to enable people to step forward through the years and live for one hour surrounded by things as they may be, a full-sized "House of the Future," planned, constructed and furnished as such a house may be when the Great War has become distant history, is to be shown at the *Daily Mail* Ideal Home Exhibition at Olympia, Kensington, W., from February 28th to March 9th.

For all who stand on its garden aerodrome and look at its somewhat metallic sheen, its definitely factory-made lines, and its air of challenge to eyes attuned to bricks and mortar, gables and gullies, there will be a shock similar to that which would have come to a cave man peering forward at the "Maburnum Villa" of 1923.

Many will consider it over-daring in prophecy. But it will soon be seen that the architect, Mr. R. A. Duncan, of Messrs. Percy Tubb, Son, and Duncan, has tried to put truth before fancy.

The garden is not like the sort demanded to-day, in which is sought a small private version of a public park and recreation ground. Instead of a wall there is an arrangement that provides a full shield or half shield against the wind. Down the centre water runs over tiles and becomes, at the touch of a button, on the one switchboard that is the very heart of the house, a moving stream of fire.

Changing The Appearance.

Flowers are packed almost tightly into long oblong beds. Floral designs are modernist, cubist. The appearance of the garden can soon be changed by calling the public gardener, who will lift the flower beds out in squares and replace them in squares.

The house is built of a material which has never been employed before. A substitute is used to represent thin sheets of horn-like substance which may, it is contended, be utilized. The material wanted, which should be tough, impervious, yet capable of being cut and welded at a high temperature, has not yet been evolved.

This material, which will be used in any desired colours or patterns, will form the outer and inner walls and the floors. The hidden supports of the house of the future will be of stainless steel.

An outside staircase to the flat roof is the only one employed. Inside a lift will be found. Over the flat roof are glass-covered pergolas, for in the days to come there will be a desire for as much sunlight as possible. But if no sunshine streams through the glass a bathing pool will be found on the flat roof of the aerodrome garage, and in this you can lie and benefit from artificial sunlight—for this and ultra-violet ray treatment will be on tap almost wherever you go in the house.

The daring originality of the windows will at once be detected. On the garden side the upper panes of glass rise and fall—overhanging the pergolas when closed—in the same way as do motor-car wind-screens. On the other side frameless glass winds vertically as in saloon-car windows. Unbreakable glass is used throughout for glazing.

Colour To Suit Temperament.

"A colour to suit the temperament" is the keynote of the internal decorations. Lighting will be in various colours, coming in directly from lamps of different hues concealed in cornice troughs.

The kitchen, on the ground floor, is long and compact on dining-car lines. Labour-saving, here, is an art. With carton dishes, plates and cups—destroyed after use—replacing china, washing up will not prove a nightmare.

There is even greater novelty in the first-floor accommodation. Roller shutters convert four cabin-like bunk bedrooms—each with lavatory basin, cupboards and wardrobes compactly disposed of—into two double bedrooms.

Rapidly, as one goes from room to room, the eye picks out scores of other novelties. Heating, one notices, is from electric panels in the floors. Bed-heating comes from the electrically connected mattresses.

Electricity cooks and freezes. Easy chairs are pneumatic, and can be deflated and rolled up so that they can be stored away when not in use. Chairs round the dining table are of the "Tansand" type—and the dining table folds and wheels into the kitchen.

It is a house not built to last a life-time. It is such a house as goes out of date as your motor-car gets out of date, renewed in the same way.

In view of the professor's dying words, "I forgive her," his mother, instead of being a party to the prosecution, as is the custom in murder cases in France, declined to ask damages for her son's death.

"WHIPPET"

1928 Programme

SAME QUALITY, RELIABILITY
and "Pep" as in 1927
but Unprecedented

REDUCTION
in
PRICE

4 Cylinder Models from H.K. \$1,625
6 " " " " H.K. \$2,200

GILMAN & CO., LTD. DURO MOTOR CO., LTD.
HONG KONG. KOWLOON.

THE HONG KONG DAILY PRESS. WEDNESDAY, FEBRUARY 29th, 1928.

"WHIPPET"

4 Cylinder Model "96"

TOURING MODEL—5-Seater
H.K. \$1,625.

ENGINE—4 Cylinder 15.6 H.P.
LUBRICATION—Full pressure feed.
BRAKES—Bendix four wheel.
(Ratio of braking area to weight is greater than in any other light car of to-day).

A CAR OF PROVED RELIABILITY
at an astonishingly LOW PRICE

MOTORING NOTES

A Weekly Review dealing with Matters of Interest to all Local Motorists.

Motor Notes—Simpler Traffic Regulations—New York Ford Show—No Running In—Service for the Motorist—Three Speeds or Four—Dash for Liner—An Erskine Triumph—Railway Speed of 100 M.P.H.

MOTOR NOTES.

MISUNDERSTOOD.

"Yes," said one man to another, "I realize that motoring is a great thing. I used to be sluggish before the motoring craze, but now I'm spry and energetic."
"I didn't know you motored."
"I don't—I dodge."—"Contact," in *The Motor*.

ALL-NIGHT BUS SERVICE FOR LONDON.

A service of all-night single-deck buses is proposed for London. The buses would be equipped with pneumatic tyres, would be put upon selected routes and would run at double the usual fare, with a minimum, let us say, of 1d. There should be no difficulty about the provision of such facilities, for, if run at, say, half-hourly intervals, two or three buses on a route would give quite effective service. Trams are run at night on certain of the London routes, and we have found that one particular service which runs between the tram terminus a few minutes' walk from our offices in Rosebery Avenue (says *The Commercial Motor*) to a North London suburb is carried out with one car only, the single journey occupying half an hour, thus giving an hourly time schedule.

Passengers come into the City for the early-morning markets, Fleet Street activities, provide a large measure of outgoing traffic; and, whilst a few of the passengers sometimes appear to have had nothing more serious than the pursuit of pleasure to delay them, by far the greater proportion are obviously engaged about their business and are regular night travellers.

It is suggested that the first example of the new all-night buses should be tried between Piccadilly Circus and Hammer-smith, with 1 a.m. to 6 a.m. for the hours, the buses running at half-hourly intervals. We think that an eight-hour period of employment would be more economical, and that railway termini should be the starting and finishing points.

COLOURED FUELS.

One of the first questions which was asked when wayside fuel pumps first made their appearance was: How can we be sure that we are getting the particular brand for which we have asked? The answer was supplied by sealed pumps bearing a clearly-worded guarantee and, naturally, the public thought this was good enough. Generally speaking it is, but occasionally, says *The Light Car and Cyclecar*, our faith in the infallibility of petrol pumps receives a nasty jolt, as, for instance, when quite recently the proprietors of a filling station were caught in the act of mixing a cheaper fuel with that which the pump was supposed to supply. Two aspects of the question clearly call for discussion: first, motorists cannot apparently be sure in absolutely every case that they are obtaining the fuel for which they pay; and, secondly, the incident causes suspicion to be attached to the whole filling-station fraternity. There are ways and means of circumventing seals, and coloured fuels immediately suggest themselves as an easy way out of the difficulty.

TYRE SIZES.

There are at present seventy-one different sizes of tyres in use by automobile buses and trucks in the United States, according to the National Automobile Club. Of these sizes, thirty-four are in balloon tyres, while the remaining thirty-seven are high-pressure tyres.

A POTENTIAL MARKET.

In Addis Ababa, the capital of Abyssinia, there are already 200 automobiles and one traffic policeman. Sidewalks are provided but the majority of the population continue to walk along the streets.

THE NEW FORD.

The new Ford is a very different car from its predecessor in appearance, as many readers have by this time seen. Presumably one will have to take its performance on hearsay for some time yet, as it is only natural that it should continue to decorate the fine new showroom in Nathan Road until another consignment arrives. But \$1,350 is without a doubt an astonishingly low price to charge for such a car.

SIDECAR OUTFIT OR LIGHT CAR?

With the introduction to the market some few seasons ago of the cheap small car, many of the prophets of the Press immediately began to forecast the early demise of the motorcycle sidecar outfit, says *Motor Cycling*. Manufacturers, too, were inclined to be unduly apprehensive, and in some cases took steps to reduce their outputs, only to find themselves in the position of having to increase production again a little later. It would be idle to pretend that the coming of the modern light car has had no effect at all upon the sale of sidecars. As regard the heavier and more expensive types of combination, customers certainly have been lost to four wheels. The outlook, continues this journal, for the immediate future is not, however, one that need cause any alarm to the sidecar manufacturer. While it may be admitted that the cheapening of light cars has had a detrimental effect on the sale of sidecars, it seems clear that steps can be taken to safeguard the future of this side of the motorcycle industry. Quite apart from the question of performance, on which the combination scores heavily over the small car, the former will always appeal to the public by reason of its low cost, both to buy and to run, whilst it also has the merit of greater general handiness.

SIMPLER TRAFFIC REGULATIONS.

PROS AND CONS FOR HONG KONG.

The interesting proposal of Mr. M. K. Lo at the annual meeting of the Hong Kong Automobile Association deserves serious consideration. Mr. Lo's main plea was for the simplification of traffic regulations. Following the lead of England, he urged the abolition of many rather petty regulations, and the dealing with traffic offences under the general heads of negligent or dangerous driving. The speaker does not stand alone in his admiration for the traffic control of England, but it must not be forgotten that the comparison between England and Hong Kong cannot be drawn too closely. The English policeman is a figure admired all the world over, and speaking generally he is an eminently sensible and level-headed person. As a consequence the large discretionary powers granted by such general terms as negligent or dangerous driving are but rarely abused. Whether or not it is thought advisable to entrust these wider powers of decision to the local

police force is a question which would have to be decided. There is definitely room for two opinions in this matter without passing any criticism whatever on the local police force.

At present motorists are cramped by regulations which could quite frequently be waived, such a regulation for instance as the passing of a moving vehicle in a controlled area, but on the other hand they have the comfortable feeling of knowing exactly where they stand. The greater freedom for individual judgment would bring with it some doubt of what should constitute dangerous driving.

There can be few who will not be in full agreement with Mr. Lo in the second point which he raised; that the police procedure for traffic offences should be by summons and not by arrest. Every driver carries a driving licence, and car and licence together must be a perfectly adequate guarantee of the offender's identity and appearance in court.

THE RELIABILITY TRIAL.

Those who still intend to enter for the motor cycle reliability trial which takes place on Sunday, March 11th, but who have neglected to put in their entries, are reminded that to-day is the last day.

AN ERSKINE TRIUMPH. LONDON EXETER RELIABILITY TRIAL.

An Erskine Six Sedan, entered in the London-Exeter-London reliability tour, finished the test with a perfect score and is now eligible for the gold medal, highest award for reliable performance. The reliability tour, which was purposely laid over some of the poorest stretches of road and steepest hills in England, was regarded by British motoring authorities as one of the most stringent tests ever devised for the all-around performance of motor cars. The Erskine, however, easily negotiated every hill and checked in at every control point well within the time limits laid down by governing officials of the run.

The London-Exeter-London run is the third important reliability test in England to be won by the Erskine Six in open competition. Gold trophies for victories in the London-Edinburgh and London-Lands End classics are already held by The Erskine Six. In addition, Studebaker's new Erskine Six recently set a new 24 hour endurance and speed record for cars in its price class by travelling better than 54 miles per hour for 24 consecutive hours. This record was made at the Atlantic City Speedway under American Automobile Association supervision.

Give your high gear some exercise on the hills by using Socony, the gasoline that brings the mountains down to the motorist

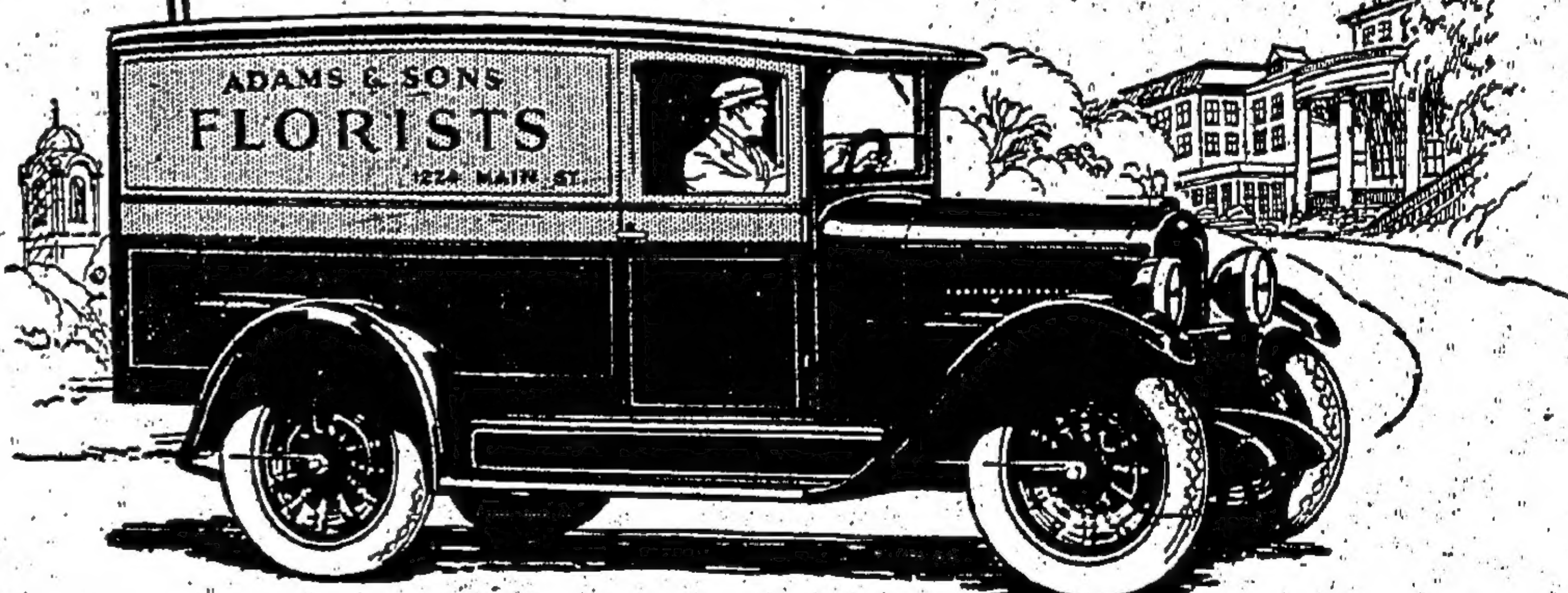


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\$395
(chassis only)

1-Ton Truck Chassis \$495
1-Ton Truck Chassis with Cab \$610

All prices f.o.b. Flint, Mich.
Check Chevrolet Delivered Prices
They include the lowest handling and financing charges available.

If your business requires a speedy, dependable and economical delivery truck, come in and see this popular unit.

We will gladly arrange a testload demonstration to show you how perfectly it meets your requirements.

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- 3 Case, Cole, Cunningham, Oldsmobile, &c.
- 4 Buick Std., Chevrolet Essex, Ford, &c.
- 5 Buick M., Chandler, Hudson, Oakland, &c.
- 6 Hupmobile, Packard 8, Willys Knight, &c.
- 7 Dodge, Gardner & Graham Bros. Truck, &c.
- 8 Locomobile, Mack Truck, Reo & White.
- 9 Special Cadillac Battery.
- 10 Motor Cycle Battery—Harley, Indian, &c.
- 11 M/C MORRIS replacement Battery.

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MOTURING NOTES

(CONTD.)

NEW YORK FORD SHOW.

THOMAS EDISON A VISITOR.

Officials of the Ford Industrial Exposition at Madison Square Garden New York estimated that 223,904 persons visited the show on the opening day between 10.30 a.m. and 11 p.m. Among the visitors was Thomas A. Edison. About 4,000 were in the hall when Mr. Edison, accompanied by Mrs. Ford, came in and the special guards had a hard time protecting the inventor, who will be 81 years old next month, from the milling crowd.

Mr. Edison did not seem to mind, however. The crowd was friendly, frequently breaking into spontaneous cheers, and he gave every evidence of genuine interest in Mr. Ford's exhibits. He did not just pass them, but often stopped and made a careful examination of some piece of machinery or demonstration of a process. He climbed into the cabin of the big airplane that took Mrs. Lindbergh to Mexico City and handled the control sticks while Mr. Ford explained the mechanism to him. He personally tested the unshatterable glass and examined the specimens of work done in the welding machines.

Altogether, he was in the hall about an hour, arriving shortly after noon and leaving some time after 1 o'clock. He and Mr. Ford, Mrs. Edison and Mrs. Ford, Mr. and Mrs. Gaston Plantiff, the Eastern manager for the Ford company, and John V. Miller, Mrs. Edison's brother, came in two Lincoln cars, which were driven down into the exhibition room on runways. From the exhibition the party went to the Hotel Plaza for lunch.

The attendance at the Ford Show as it is called has broken all records for exhibitions at Madison Square Garden. By official count, the attendance on one day, when the show was open only from 2.30 p.m. to midnight, was 91,403.

DASH FOR LINER.

MR. W. R. MORRIS ON CATERPILLAR-WHEEL FIRE-ENGINE.

During the recent heavy snow in England a scarlet six-wheeled fire-engine made a memorable journey across country so that Mr. W. R. Morris, the motor manufacturer, should reach Southampton in time to board the Cunard liner *Aquitania* on his way to Australia and New Zealand.

Mr. Morris, on the morning of his departure, finding himself snowbound at his home at Hamerton, near Henley-on-Thames, telephoned to his Works at Cowley, near Oxford, for the six-wheeled fire-engine of his own manufacture.

With caterpillar tracks fitted on the four back wheels, the fire-engine, driven by Mr. A. E. Keen, the racing motorist, started off at 9 a.m. It carried nine firemen, some in uniform, and two mechanics. Several times the crew had to dig the fire-engine out of the snow. At 2.20 p.m. it reached Mr. Morris's house, having covered the 163 miles in 51 hours, the only vehicle to make the journey for two whole days.

Mrs. Morris also rode on the engine, which carried 23 passengers and passed over fields and ditches during the journey to Henley-on-Thames, where its arrival caused a sensation.

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NO RUNNING 'IN.

40 M.P.H. ON THE FIRST DAY.

ONE STUDEBAKER ADVANTAGE.

Few announcements made by motor car manufacturers within recent years, have more significance to the motor car owner than Studebaker's statement that all Studebaker and Erskine models may be driven 40 miles an hour the day they are delivered.

In the first place, lifting the old ban on immediate speed has increased ten-fold the pleasure of driving a new car. When a new owner gets into his Studebaker or Erskine he can experience at once the thrill of flashing performance without fear that he is injuring the motor. Ordinarily the owner of a new car has to plod through 300 tedious miles at 20 or 25 miles an hour before he can really enjoy the performance he has bought.

But there is more in the Studebaker's new policy than just the pleasure of stepping on the accelerator and feeling the car jump ahead. The fact that Studebakers and Erskines can be called on to "do their stuff" immediately on delivery is a high tribute to Studebaker manufacturing.

This is possible in Studebaker and Erskine cars as a result of good workmanship and "seasoning" operations to which the motors are subjected.

Seven hundred inspectors make 10,000 inspections on Studebaker cars before they are passed on to the purchaser. Sixteen hundred and ten mechanical operations are not allowed to vary more than one-thousandth of an inch, and 415 operations are held to one-half thousandth of an inch.

Proving Ground and laboratory tests set up these standards, and inspections at every turn see that they are rigidly upheld. But high engineering standards are not the whole story—the material must be of the very highest grade before it is even accepted for Studebaker manufacture. Studebaker pays a bonus to get extra high quality in certain steels.

Finally the cars are given a thorough test and preliminary breaking in on dynamometers before being released for delivery. This last test, with the preceding inspections and skilled workmanship, make certain that every car leaving the factory can be driven 40 miles an hour immediately without injury to the motor or chassis.

THREE SPEEDS OR FOUR?

AN OLD CONTROVERSY REVIVED BY INTERESTING TESTS.

One of the difficulties associated with any discussion of the pros and cons of this or that method of motorcar construction is to get really comparative data; the long-standing controversy between three-speed and four-speed enthusiasts is a case in point. There are so many variables when one car is compared with another that it becomes difficult to obtain an accurate estimate of the respective merits of the two leading types of gearbox.

For these reasons *The Motor* initiated some months ago a series of prolonged tests, using first a three-speed box and then a four-speed box in one and the same car, all factors other than the change of gearbox remaining the same throughout.

The results of these tests are given in the current issue of our contemporary, and show the effects produced by the change in the number of ratios upon acceleration, speeds of the gears, rate of getaway from a standstill, average speeds, etc. The conclusions reached may, in general terms, be stated as being that four forward speeds provide a better general performance than three, given a driver who is expert in the handling of the gear lever; furthermore, the difference in performance becomes much more marked if the car be used in a hilly district.

Consequently, it may be deduced that if some device which facilitates gear-changing, such as the free-wheel clutch, should become generally used the four-forward-speed gearbox would gradually supersede the three-speed type. Another deduction is that for the benefit of the expert driver, and for those using cars continually in hilly districts, manufacturers might well offer a choice of gearboxes, charging slightly more for the four-speed type if necessary.

RAILWAY SPEED OF 100 M.P.H.

NEW ENGINE WITHOUT VALVES.

Railway train that will run at a normal speed of 100 miles an hour with perfect safety is the prophecy of Mr. W. C. Werry, who has invented a new type of high-speed engine that can be applied to trains, steamers, motor-cars, and motor-cycles.

One of his engines, fitted to a motor-cycle nominally of 24 horsepower rating, was demonstrated in London. It had no valve, and the two pistons, working from the same spark, made the invention virtually two engines in one. The pistons themselves act as valves by admitting and discharging the gas from the cylinder.

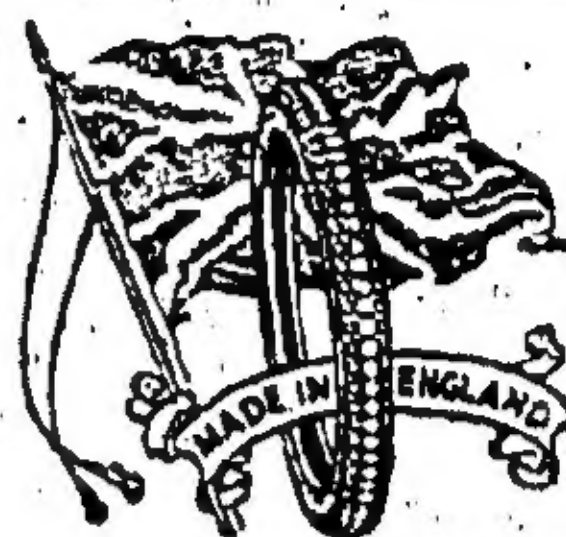
Ninety Miles An Hour.

It was stated that this motor cycle had done ninety miles an hour at Brocklands on half throttle. Although of nominally 24 horsepower it was claimed that something like 50 horse-power could be generated. The maximum piston speed, it was claimed, is 1.4-5 mile a minute.

Mr. Werry is a St. Austell (Cornwall) man, and has been working on this engine for twenty-eight years. His idea has already been developed in Australia, he said, and the Werry engines are used with steam in the Australian navy. He added:—

"Fifty per cent. of fuel, whether petrol, oil, or coal, is saved. The life of the engine is longer than that of other types, and the up-keep less."

The High Commissioner for Australia was among those highly interested in the demonstration.



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NOTICE!

Having sold out my interest as a Ford Dealer, I now wait to offer my customers a new TRIED OUT CAR. That may take me a few months, but when I start I will back my new project to the limit.

While I wait I would like to use this space weekly to try and find out if any Business men in the Colony, will join with me to push through quick a road from Hong Kong to Canton.

STRICTLY A BUSINESS PROPOSITION WITH NO PROFIT.

I am certain that I can get the Canton Government interested and I WILL PUT UP MONEY MYSELF.

I will give my time free and I am a road builder with a record in the U.S.A.

The idea is to charge toll for the Road or let it out in Sections.

Until the money invested is returned, Profit on the Scheme will be only to those who invest and so by them business is increased. This road will not harm the present Railway but will necessarily increase its business.

As to my sincerity in this matter I have no objection to anyone making inquiries of my Solicitor. I believe the Scheme would be of great benefit to Hong Kong; and anyway I, myself, am willing to spend good money on it.

Those in accord or any who object to my scheme

Kindly correspond with me at P.O. Box 384, H.K.

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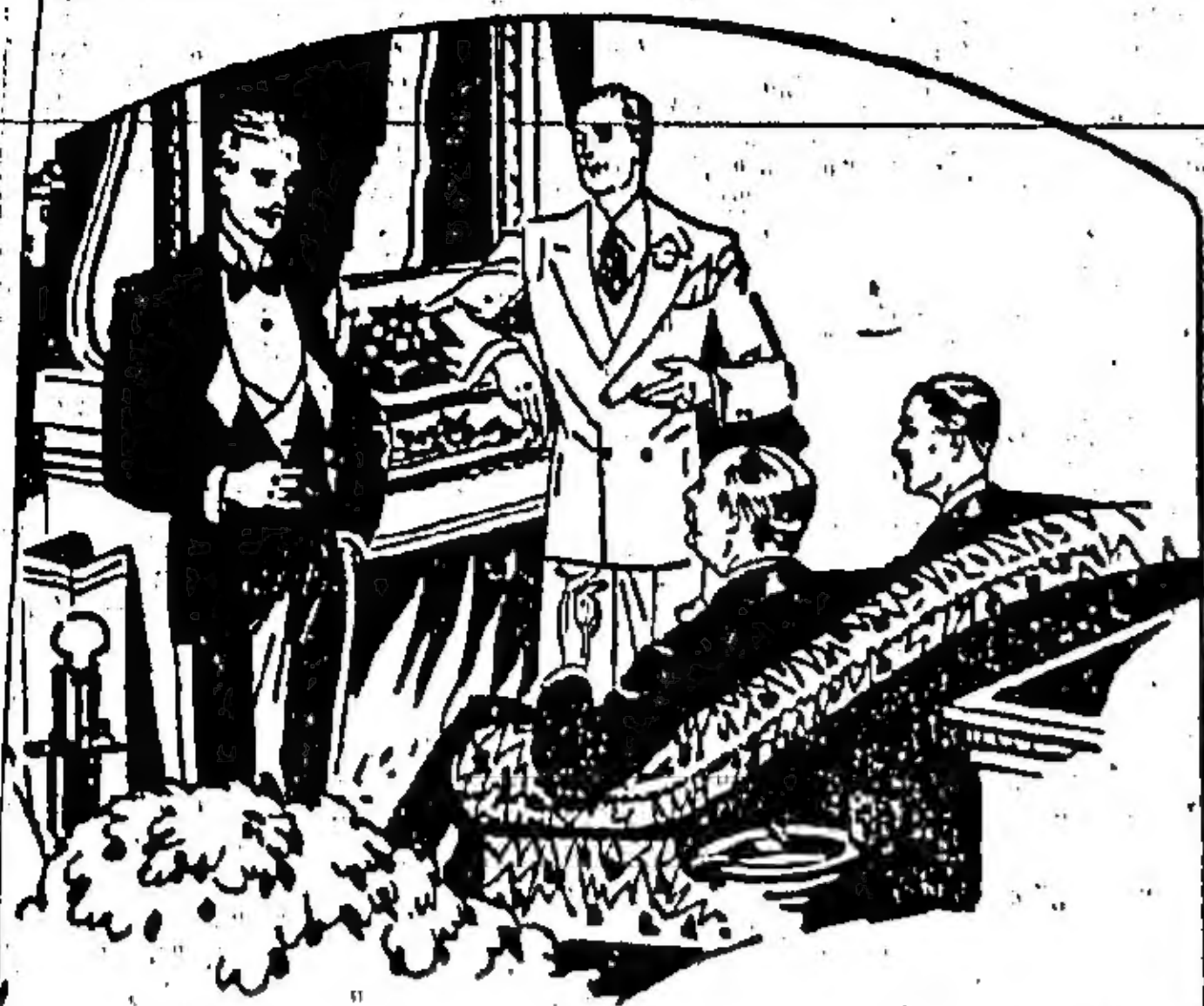
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The Sunshine Belt via Honolulu
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Madison...Tues., Apr. 10th
Jackson...Tues., Apr. 24th

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Pres. Cleveland...Wed., Apr. 4th
Pres. Pierce...Wed., Apr. 18th

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Fortnightly sailings on Tuesdays via Manila, Straits, Colombo, Suez Canal, Alexandria, Naples, Genoa, Marseilles, London and New York.

Polk...Sun., Mar. 11th
Adams...Sun., Mar. 25th
Garfield...Sun., Apr. 8th

TO MANILA

Jefferson...Mar. 5th, 6 p.m.
Lincoln...Mar. 19th, 6 p.m.
Madison...Mar. 11th, 6 p.m.
Grant...Mar. 11th, 6 p.m.

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PAUL LEOAT...10th Apr.
ANDRE LEBON...24th Apr.

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THE NEW FRENCH REMEDY.
THERAPION No. 1
THERAPION No. 2
THERAPION No. 3
211 The Middlesex Street, No. 1 for Hong Kong and Shanghai, No. 2 for Canton and Swatow, No. 3 for Amoy and Singapore. Price 2/6 per box. Sold by all chemists and druggists. Made in France. Sole Importers: Messrs. J. & J. Watson, Ltd., 211 The Middlesex Street, Hong Kong.

SERVICE FOR THE MOTORIST.

IT SHOULD MEAN HELP.

BUT NOT HELP YOURSELF!

[BY JOHN PHOLEAU.]

Of all the various things we buy—or perhaps it would be more accurate to say for which we pay—when we buy our cars the one on which I keep the most interested eye is that thing called service. "Service," I think I am right in saying, as a motor expression, came to us originally from America.

To the average man of not much experience who buys his new car this magic word may mean anything from free air for his tyres at a service station to a new engine at the works. He may look, and generally does look, for all kinds of annoying overhaul work to be carried out either free of charge or for a nominal charge.

For example, when he is buying this or that car whose service is so widely advertised he may expect that at any moment he chooses his engine is to be decommissioned, its valves ground in, and "odd jobs" here and there carried out by any dealer or service station, whether or not that dealer or service station has made any profit out of him or is ever likely to. He very often cherishes a secret hope, if not a belief, that the word service covers every possible breakage and misfortune that can happen to him, and that so long as he buys this or that make of car with a widely advertised service the machine is going to cost him the minimum in repairs.

The Novice's Error.

It is, of course, an entirely erroneous view, as he will discover before very long.

No motorcar business conducted on the lines which a novice appears to expect could exist very long. Any decent firm will probably make good all damage directly traceable to the breakage of an important part, because it would be very bad business and worse advertisement not to do so; but that is a very different thing from promising to nurse a car through all the ills which can befall it from the moment it falls into ruin from old age.

I have an idea that this definition of the word service is going to be the subject of a very acrimonious discussion this year, and still more in succeeding years, as the number of car-owners increases, and if I were a manufacturer I think that I would make it very plain at the outset what interpretation I placed upon that word.

I have recently come across an example of what I believe to be the best sort of service you can get, or, at any rate, the best sort I have heard of. It implies immediate attention to your needs whatever they may be, a hard-and-fast estimate given for such repairs as are not directly due to faulty design of the car, first-class workmanship, and an absolutely fixed date for the completion of the work.

In addition to this, there is something which we hard-working motorists appreciate perhaps more than anything else, and that is a real and willingness to get things done properly and as quickly as possible. Each customer is treated as an individual and his wants attended to as if he were giving a special order. The main object of the firm is to satisfy their customers and to inspire in them that feeling of confidence which makes them prefer their cars to any others and, when the time comes to buy a new one, to go back to the same shop.

Standardised Charges.

Some manufacturers follow an admirable system of having a standardised scale of charges for different kinds of work, a scale to which every one of their agents throughout the country is compelled to adhere. That is one excellent form of service, but I have known instances where it fails through its very merits. The waiting list of customers becomes so great that they are compelled to go elsewhere for their repairs. Only the other day I heard of an instance of an applicant (quite the wrong word in the service sense) who was told that his troubles could with luck be attended to in about three weeks' time. The fact that such a condition of affairs can exist is, of course, proof of the popularity of that particular kind of car. That is not much comfort to anyone except the shareholders.

In my experience the best service is of the kind I have described above, and of the kind you get either from the main distributors, agents or concessionaires, or whatever they are called, or even the manufacturers themselves, or from perhaps the best of all, the local country agent from whom you have bought the car. He is not going to give you something for nothing, and his workmen's wages are paid indirectly by you and not by him. (Continued at foot of next column.)

CONTROVERSIAL FILM.

DESCRIBED AS "AN OUTRAGE ON HUMANITY."

NURSE CAVELL'S HEROISM.

[THROUGH REUTER'S AGENCY.]

LONDON, Feb. 27th.
The controversy concerning the film "Dawn," depicting the famous story of Nurse Edith Cavell, is not yet settled, in spite of the refusal of the British Board of Film Censors to permit its exhibition in Great Britain.

The matter was brought up today in the House of Commons at question-time, when the Dominions Secretary was asked for the Government's proposals regarding the exhibition in other parts of the Empire.

Lieut.-Col. L. C. M. S. Amery replied that it was not proposed, nor had it been requested, to communicate with the Government of the Dominions, or any other part of the Empire, regarding the exhibition of the Cavell film.

The Execution Scene.

Sir Austen Chamberlain, who has taken a big interest in the controversy, quoted from the report of the Government technical adviser, who received from the producer, Mr. Wilcox, a description of the execution scene.

Apparently the scene shows a member of the firing party refusing to level his rifle, and he is shot dead. The remainder of the party fire above Nurse Cavell's head, the heroine faints, and the German officer advances and despatches her.

"An Outrage."

Sir Austen Chamberlain added: "I believe that the account of the execution is wholly apocryphal, and I feel it is an outrage against this noble woman's memory to turn to purposes of commercial profit so heroic a story."

Replying to supplementary questions as to the measures to be taken to prevent a repetition of such an unfortunate controversy, Sir Austen Chamberlain said: "I am not dealing with the general censorship of films. I am speaking as an English gentleman about what I think is an outrage on humanity." Loud cheers greeted the Foreign Secretary's remark.

Producer's Explanation.

Mr. Wilcox, the producer of the war film "Dawn," in reply to Sir Austen Chamberlain, states that the scenes as described by the Foreign Secretary do not form part of the film nor were they ever taken.

He says that the actual shooting of the soldier who refused to fire and the shooting of Nurse Cavell by the officer are not shown in the picture, but are merely indicated.

He points out that no Government official in any capacity has seen the film, and he declares that he has arranged to show it in Berlin privately next week.

FURTHER DETAILS.

[BRITISH WIRELESS SERVICE.]
RUGBY, Feb. 27th.
The Foreign Secretary was asked further questions in the House of Commons today regarding the banning of the film "Dawn" depicting the execution of Nurse Cavell by Germans.

Sir Austen Chamberlain stated that objection was first made by the German Embassy. He had a report from Mr. Foxen Cooper who was the adviser of the Government in film matters. In this report the shooting scene was described as follows: "One of the firing party definitely refuses to level his rifle at the spot. The rest are lined up and on the order of firing each one raises his rifle so that he fires above Nurse Cavell's head. Nurse Cavell, however, falls down in a faint and an officer steps forward and despatches her."

This account of what occurred appeared to be inherently incredible and certainly on his information it was incorrect. But he also felt that it was an outrage to turn an heroic story to purposes of gain. He called the attention of Mr. O'Connor, President of the Board of Film Censors, to the character of the film and he held that in so doing, and in expressing his strongest repugnance at the production of the film he had acted rightly.

At the same time your country agent has one main ambition, and that is to keep you and your like his satisfied customers for so long as you go on buying motorcars. He will stretch many points to keep your business, and you will find it worth your while to do your share in maintaining these good relations by dealing exclusively with him in the matter of such things as tyres, petrol, oil, accessories, and so forth.

THE "ALCANTARA" DISASTER.

THE SOS CALLS.

THE MYSTERIOUS "ALL CLEAR" SIGNAL.

[THROUGH REUTER'S AGENCY.]

LONDON, Feb. 27th.
The mysterious "all clear" signal, which delayed rescue efforts in connection with the *Alcantara* disaster, has been explained by Captain Friedman, of the Russian barque *Tovaritch*.

In an interview at Southampton, Captain Friedman declared that the steamer *Barron Douglas* came alongside in response to the SOS and when told that the *Tovaritch* was in no immediate danger, but perhaps some of the crew of the other vessel were in the water, the *Barron Douglas* went off presumably to render assistance.

Then more wireless messages were received, to which the *Tovaritch* replied "All clear" meaning as regards herself, but she broadcast all stations giving the place of the collision, stating that men might be in the water.

The *Tovaritch* being a sailing vessel was unable to manoeuvre to stand by the ill-fated *Alcantara*, but lowered several boats immediately it was possible. It took, however, half an hour to slow up sufficiently to be able to launch them.

DEATH OF A GERMAN PRINCE.

AN ADMIRER OF ENGLAND.

[BRITISH WIRELESS SERVICE.]

RUGBY, Feb. 27th.
Memories of the outbreak of war are recalled by the news from Breslau of the death of Prince Lichnowsky, who was the German Ambassador in London at that time.

It is recalled how he was personally unfavourable to the war with Great Britain, and was in great grief when peace efforts failed. Barely six months ago Prince Lichnowsky visited England and renewed some old friendships.

ACCIDENT TO PRINCE HENRY.

[BRITISH WIRELESS SERVICE.]

RUGBY, Feb. 27th.
H.R.H. Prince Henry, while hunting in Leicester, was thrown from his horse. One leg was injured.

EXPRESS CARGO STEAMERS FOR C.P.R.

The fourth of the five 10,000-ton cargo steamers under construction in the Old Country for the Atlantic service of the Canadian Pacific was launched recently from the yards of Messrs. Barclay, Currie and Co., Glasgow. With appropriate ceremonies and in the presence of a large gathering of Canadian Pacific Officials, the new ship was christened the *Beaverhill* by Miss Mavis Gillies, daughter of Captain James Gillies, general manager of the Canadian Pacific Steamships, Ltd.

When these new steamers are delivered, the Canadian Pacific cargo fleet will be augmented by five of the highest type of express cargo steamers and capable of maintaining a speed of 14 knots an hour, which is regarded as exceptional for cargo steamers. The marked growth of ocean trade between Great Britain and Canada via the St. Lawrence route, has prompted the Canadian Pacific to augment its freight service to this extent.

These vessels will be used to maintain a weekly service between Canadian ports and those in Great Britain and on the Continent. The new freighter, like her sister ships the *Beaverbrook*, *Beaverdale*, *Beaverford* and *Beaverbank*, is 530 feet length, 61½ feet in width, with a deadweight carrying capacity of approximately 10,000 tons and a draught of 27 feet; but should be able to carry as much as 12,000 tons with the maximum load draught. The ships will be driven by twin screws.

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HONG KONG TIDE TABLE.

From February 28th to March 6th, 1928.

HIGH WATER.				LOW WATER.			
Day of Week.	Date of Month.	Hoog Long Time.	Height.	Day of Week.	Date of Month.	Hoog Long Time.	Height.
Wed.	29	h. m. 5.32	4.1	h. m. 5.36	3	h. m. 5.36	4.1
Thurs.	1	5.50	4.1	0.16	4	5.29	4.1
Fri.	2	5.14	4.3	1.24	5	5.29	4.1
Sat.	3	5.16	4.4	2.32	6	5.29	4.1
Sun.	4	7.31	7.0	0.38	7	5.18	4.1
Mon.	5	8.23	4.5	1.21	8	5.21	4.0
Tue.	6	9.10	4.6	2.14	9	5.14	4.0
Wed.	7	9.8	4.7	3.14	10	5.14	4.0
Thurs.	8	9.51	4.7	4.46	11	5.14	4.0
Fri.	9		4.7	5.38	12	5.14	4.0
Sat.	10		4.7	6.30	1	5.14	4.0
Sun.	11		4.7	7.22	2	5.14	4.0
Mon.	12		4.7	8.14	3	5.14	4.0
Tue.	1		4.7	9.06	4	5.14	4.0
Wed.	2		4.7	9.58	5	5.14	4.0
Thurs.	3		4.7	10.50	6	5.14	4.0
Fri.	4		4.7	11.42	7	5.14	4.0
Sat.	5		4.7	12.34	8	5.14	4.0
Sun.	6		4.7	1.26	9	5.14	4.0
Mon.	7		4.7	2.18	10	5.14	4.0
Tue.	8		4.7	3.10	11	5.14	4.0
Wed.	9		4.7	4.02	12	5.14	4.0
Thurs.	10		4.7	4.54	1	5.14	4.0
Fri.	11		4.7	5.46	2	5.14	4.0
Sat.	12		4.7	6.38	3	5.14	4.0
Sun.	1		4.7	7.30	4	5.14	4.0
Mon.	2		4.7	8.22	5	5.14	4.0
Tue.	3		4.7	9.14	6	5.14	4.0
Wed.	4		4.7	10.06	7	5.14	4.0
Thurs.	5		4.7	10.58	8	5.14	4.0
Fri.	6		4.7	11.50	9	5.14	4.0
Sat.	7		4.7	12.42	10	5.14	4.0
Sun.	8		4.7	1.34	11	5.14	4.0
Mon.	9		4.7	2.26	12	5.14	4.0
Tue.	10		4.7	3.18	1	5.14	4.0
Wed.	11		4.7	4.10	2	5.14	4.0
Thurs.	12		4.7	5.02	3	5.14	4.0
Fri.	1		4.7	5.54	4	5.14	4.0
Sat.	2		4.7	6.46	5	5.14	4.0
Sun.	3		4.7	7.38	6	5.14	4.0
Mon.	4		4.7	8.30	7	5.14	4.0
Tue.	5		4.7	9.22	8	5.14	4.0
Wed.	6		4.7	10.14	9	5.14	4.0
Thurs.	7		4.7	11.06	10	5.14	4.0
Fri.	8		4.7	11.58	11	5.14	4.0
Sat.	9		4.7	12.50	12	5.14	4.0
Sun.	10		4.7	1.42	1	5.14	4.0
Mon.	11		4.7	2.34	2	5.14	4.0
Tue.	12		4.7	3.26	3	5.14	4.0
Wed.	1		4.7	4.18	4	5.14	4.0
Thurs.	2		4.7	5.10	5	5.14	4.0
Fri.	3		4.7	6.02	6	5.14	4.0
Sat.	4		4.7	6.54	7	5.14	4.0
Sun.	5		4.7	7.46	8	5.14	4.0
Mon.	6		4.7	8.38	9	5.14	4.0
Tue.	7		4.7	9.30	10	5.14	4.0
Wed.	8		4.7	10.22	11	5.14	4.0
Thurs.	9		4.7	11.14	12	5.14	4.0
Fri.	10		4.7	12.06	1	5.14	4.0
Sat.	11		4.7	12.58	2	5.14	4.0
Sun.	12		4.7	1.50	3	5.14	4.0
Mon.	1		4.7	2.42	4	5.14	4.0
Tue.	2		4.7	3.34	5	5.14	4.0
Wed.	3		4.7	4.26	6	5.14	4.0
Thurs.	4		4.7	5.18	7	5.14	4.0
Fri.	5		4.7	6.10	8	5.14	4.0
Sat.	6		4.7	7.02	9	5.14	4.0
Sun.	7		4.7	7.54	10	5.14	4.0
Mon.	8		4.7	8.46	11	5.14	4.0
Tue.	9		4.7	9.38	12	5.14	4.0
Wed.	10		4.7	10.30	1	5.14	4.0
Thurs.	11		4.7	11.22	2	5.14	4.0
Fri.	12		4.7	12.14	3	5.14	4.0
Sat.	1		4.7	1.06	4	5.14	4.0
Sun.	2		4.7	1.58	5	5.14	4.0
Mon.	3		4.7	2.50	6	5.14	4.0
Tue.	4		4.7	3.42	7	5.14	4.0
Wed.	5		4.7	4.34	8	5.14	4.0
Thurs.	6		4.7	5.26	9	5.14	4.0
Fri.	7		4.7	6.18	10	5.14	4.0
Sat.	8		4.7	7.10	11	5.14	4.0
Sun.	9		4.7	8.02	12	5.14	4.0
Mon.	10		4.7	8.54	1	5.14	4.0
Tue.	11		4.7	9.46	2	5.14	4.0
Wed.	12		4.7	10.38	3	5.14	4.0
Thurs.	1		4.7	11.30	4	5.14	4.0
Fri.	2		4.7	12.22	5	5.14	4.0
Sat.	3		4.7	1.14	6	5.14	4.0
Sun.	4		4.7	2.06	7	5.14	4.0
Mon.	5		4.7	2.58	8	5.14	4.0
Tue.	6		4.7	3.50	9	5.14	4.0
Wed.	7		4.7	4.42	10	5.14	4.0
Thurs.	8		4.7	5.34	11	5.14	4.0
Fri.	9		4.7	6.26	12	5.14	4.0
Sat.	10		4.7	7.18	1	5.14	4.0
Sun.	11		4.7	8.10	2	5.14	4.0
Mon.	12		4.7	9.02	3	5.14	4.0
Tue.	1		4.7	9.54	4	5.14	4.0
Wed.	2		4.7	10.46	5	5.14	4.0
Thurs.	3		4.7	11.38	6	5.14	4.0
Fri.	4		4.7	12.30	7	5.14	4.0
Sat.	5		4.7	1.22	8	5.14	4.0
Sun.	6		4.7	2.14	9	5.14	4.0
Mon.	7		4.7	3.06	10	5.14	4.0
Tue.	8		4.7	3.58	11	5.14	4.0
Wed.	9		4.7	4.50	12	5.14	4.0
Thurs.	10		4.7	5.42	1	5.14	4.0
Fri.	11		4.7	6.34	2	5.14	4.0
Sat.	12		4.7	7.26	3	5.14	4.0
Sun.	1		4.7	8.18	4	5.14	4.0
Mon.	2		4.7	9.10	5	5.14	4.0
Tue.	3		4.7	10.02	6	5.14	4.0
Wed.	4		4.7	10.54	7	5.14	4.0
Thurs.	5		4.7	11.46	8	5.14	4.0
Fri.	6		4.7	12.38	9	5.14	4.0
Sat.	7		4.7	1.30	10	5.14	4.0
Sun.	8		4.7	2.22	11	5.14	4.0
Mon.	9		4.7	3.14	12	5.14	4.0
Tue.	10		4.7	4.06	1	5.14	4.0
Wed.	11		4.7	4.58	2	5.14	4.0
Thurs.	12		4.7	5.50	3	5.14	4.0
Fri.	1		4.7	6.42	4	5.14	4.0
Sat.	2		4.7	7.34	5	5.14	4.0
Sun.	3		4.7	8.26	6	5.14	4.0
Mon.	4		4.7	9.18	7	5.14	4.0
Tue.	5		4.7	10.10	8	5.14	4.0
Wed.	6		4.7	11.02	9	5.14	4.0
Thurs.	7		4.7	11.54	10	5.14	4.0
Fri.	8		4.7	12.46	11	5.14	4.0
Sat.	9		4.7	1.38	12	5.14	4.0
Sun.	10		4.7	2.30	1	5.14	4.0
Mon.	11		4.7	3.22	2	5.14	4.0
Tue.	12		4.7	4.14	3	5.14	4.0
Wed.	1		4.7	5.06	4	5.14	4.0
Thurs.	2		4.7	5.58	5	5.14	4.0
Fri.	3		4.7	6.50	6	5.14	4.0
Sat.	4		4.7	7.42	7	5.14	4.0
Sun.	5		4.7	8.34	8	5.14	4.0
Mon.	6		4.7	9.26	9	5.14	4.0
Tue.	7		4.7	10.18	10	5.14	4.0
Wed.	8		4.7	11.10	11	5.14	4.0
Thurs.	9		4.7	12.02	12	5.14	4.0
Fri.	10		4.7	1.54	1	5.14	4.0
Sat.	11		4.7	2.46	2	5.14	4.0
Sun.	12		4.7	3.38	3	5.14	4.0
Mon.	1		4.7	4.30	4	5.14	4.0
Tue.	2		4.7	5.22	5	5.14	4.0
Wed.	3		4.7	6.14	6	5.14	4.0
Thurs.	4		4.7	7.06	7	5.14	4.0
Fri.	5		4.7	7.58	8	5.14	4.0
Sat.	6		4.7	8.50	9	5.14	4.0
Sun.	7		4.7	9.42	10	5.14	4.0
Mon.	8		4.7	10.34	11	5.14	4.0
Tue.	9		4.7	11.26	12	5.14	4.0
Wed.	10		4.7	12.18	1	5.14	4.0
Thurs.	11		4.7	1.10	2	5.14	4.0
Fri.	12		4.7	2.02	3	5.14	4.0
Sat.	1		4.7	2.54	4	5.14	4.0
Sun.	2		4.7	3.46	5	5.14	4.0
Mon.	3		4.7	4.38	6	5.14	4.0
Tue.	4		4.7	5.30	7	5.14	4.0
Wed.	5		4.7	6.22	8	5.14	4.0
Thurs.	6		4.7	7.14	9	5.14	4.0
Fri.	7		4.7	8.06	10	5.14	4.0
Sat.	8		4.7	8.98	11	5.14	4.0
Sun.	9		4.7	9.90	12	5.14	4.0
Mon.	10		4.7	10.82	1	5.14	4.0
Tue.	11		4.7	11.74	2	5.14	4.0
Wed.	12		4.7	12.66	3	5.14	4.0
Thurs.	1		4.7	1.58	4	5.14	4.0
Fri.	2		4.7	2.50	5	5.14	4.0
Sat.	3		4.7	3.42	6	5.14	4.0
Sun.	4		4.7	4.34	7	5.14	4.0
Mon.	5		4.7	5.26	8	5.14	4.0
Tue.	6		4.7	6.18	9	5.14	4.0
Wed.	7		4.7	7.10	10	5.14	4.0
Thurs.	8		4.7	8.02	11	5.14	4.0
Fri.	9		4.7	8.94	12	5.14	4.0
Sat.	10		4.7	9.86	1	5.14	4.0
Sun.	11		4.7	10.78	2	5.14	4.0
Mon.	12		4.7	11.70	3	5.14	4.0
Tue.	1		4.7	12.62	4	5.14	4.0
Wed.	2		4.7	1.54	5	5.14	4.0
Thurs.	3		4.7	2.46	6	5.14	4.0
Fri.	4		4.7	3.38	7	5.14	4.0
Sat.	5		4.7	4.30	8	5.14	4.0
Sun.	6		4.7	5.22	9	5.14	4.0
Mon.	7		4.7	6.14	10	5.14	4.0
Tue.	8		4.7	7.06	11	5.14	4.0
Wed.	9		4.7	7.98	12	5.14	4.0
Thurs.	10		4.7	8.90	1	5.14	4.0
Fri.	11		4.7	9.82	2	5.14	4.0
Sat.	12		4.7	10.74	3	5.14	4.0
Sun.	1		4.7	11.66	4	5.14	4.0
Mon.	2		4.7	12.58	5	5.14	4.0
Tue.	3		4.7	1.50	6	5.14	4.0
Wed.	4		4.7	2.42	7	5.14	4.0
Thurs.	5		4.7	3.34	8	5.14	4.0
Fri.	6		4.7	4.26	9	5.14	4.0
Sat.	7		4.7	5.18	10	5.14	4.0
Sun.	8		4.7	6.10	11	5.14	4.0

INDO-CHINA
STEAM NAVIGATION COMPANY, LIMITED

SAILINGS SUBJECT TO ALTERATIONS.		
To	STEAMSHIP	DATE
SINGTAU via SWATOW & SEANGHAI	"KWAISANG" "HOPSANG" "HANGSANG" "YATSHING"	Wed., 29th Feb., at 5 P. Sun., 4th Mar., at 7 A. Wed., 7th Mar., at 7 A. Sun., 11th Mar., at 7 A.
ORE via AMOY, MOJI & OSAKA	"NAMSANG"	Wed., 14th Mar., at 7 A.
ANTON	"HOPSANG"	Thurs., 1st Mar., at 6 P.
TRAITS & CALCUTTA	"FOOKSANG"	Fri., 9th Mar., at 3 P.
ANDAKAN	"MAUSANG"	Sun., 11th Mar., at 3 P.
SINGAPORE	"YUENSANG"	Wed., 29th Feb., at 1 P.

JARDINE, MATHESON & CO., LT
GENERAL MANAGERS.

GLEN LINE.

FARE: HONG KONG TO LONDON £32.

TO LONDON, ROTTERDAM & HAMBURG via STRAITS & COLO

Motor Vessel "GLENAMOT"	(via Oran)	...	2nd March
Steamship "GLENSANDA"	(via Oran)	...	17th March
Motor Vessel "GLENLUCE"	(via Oran)	...	11th April
Motor Vessel "GLENGARRY"	(via Oran)	...	2nd May

Motor Vessel "GLENLUCE"	2nd March
Steamship "CARMARTHENSHIRE"	7th March
Motor Vessel "GLENCLARY"	8th March

Motor Vessel "GLENYARA" 8th April
Motor Vessel "GLENYARA" 8th April

For Freight, Passage and further Particulars, apply to
JARDINE, MATHESON & CO., LTD.
AGENTS: THE GLEN LINE, LTD.

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FARE FROM HONG KONG TO GENOA :

Cabin class	£73.	Intermediate class ... £48.
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THROUGH BOOKINGS TO LONDON: FARE FROM HONG KONG TO LONDON:

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NEXT HOMEWARD SAILINGS:

Freight S.S. "Mosel"	departure	6th Mar.
Pass. S.S. "COBLENZ"	departure	11th Mar.
Pass. M.V. "FULDA"	departure	7th Apr.

Passenger steamers sailing via Manila and Ports to Genoa
Amsterdam, Rotterdam, Hamburg and Bremen.

Freight steamers sailing via Singapore and Ports to Marsa
Matruh, Alexandria, Suez, Port Said, Genoa, Naples, Rome, Civitavecchia,
Bottterdam, Hamburg and Bremen.

NEXT OUTWARD SAILINGS:

Freight	S.S. "Oder"	dus here	2nd Ma
Pass.	M.V. "FULDA"	dus here	12th Ma
Freight	S.S. "Ansgir"	dus here	23th Ma
P-	S.S. "TRIER"	dus here	9th An

Passenger steamers sailing via Shanghai to North China Ports.
Freight steamers sailing via Shanghai to Japan and
North China Ports.

MELCHERS & CO.,
AGENTS, HONG KONG.

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LIMITED.

HONG KONG & SOUTH CHINA COAST PORTS.

REGULAR SERVICE of Fast, High Class Coast Steamers
subject to alteration without notice.

FOR
SWATOW, AMOY & FOOCHOW
AND RETURN
(Occupying 8 to 9 Days).

HAINING	Wednesday, the 28th February, at 1
HACHING	Friday, the 2nd March, at 1
HATHONG	Tuesday, the 8th March, at 1

Arrivals and Departures from the Company's Wharf (near P
Round Trip Tickets will be issued from Hong Kong to P
(Pagoda Anchorage) or vice versa and Return by the same Stea
the Reduced Rate of \$30.00 including Meals while the Steamer is
For Freight and Passage apply to—
DOUGLAS LAPRAIK &
General Managers.

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To the United States—
To Canada!
9 Days Across
from Japan



No longer drawn out ocean trip but varied... sea journey with rail... cool and comfortable! Shortest route across the Pacific... from Japan! Shortest across America! Shortest across the Atlantic! And at each transfer, only a stop from steamer to train. Express of Canada, Empire of Asia and Empire of Russia are largest and fastest liners across the Pacific. 17 days from Hong Kong. 14 days from Shanghai. 9 days from Yokohama. Then, at Vancouver... through the thrilling Canadian Pacific Rockies... Fifty Swissland in One!

The Atlantic Empresses and Cabin Class Ships sail from Montreal and Quebec, 1,000 sheltered miles on the St. Lawrence... then about 4 days open sea... to Liverpool, Southampton, Belfast, Queenstown, Oporto, Antwerp, Hamburg. This Service, combined with the Pacific Railway and Hotel Services en route... offer you, or members of your family travelling alone... the utmost in comfort and solicitous personal attention. All one management... Canadian Pacific.

Let a Canadian Pacific agent or his representative tell you how attractive the through rates are and... how short, comfortable and convenient the route.



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THROUGH BOOKING TO EUROPE AT REDUCED RATES
(1st, 2nd, 3rd, 4th, 5th, 6th, 7th, 8th, 9th, 10th, 11th, 12th, 13th, 14th, 15th, 16th, 17th, 18th, 19th, 20th, 21st, 22nd, 23rd, 24th, 25th, 26th, 27th, 28th, 29th, 30th, 31st, 32nd, 33rd, 34th, 35th, 36th, 37th, 38th, 39th, 40th, 41st, 42nd, 43rd, 44th, 45th, 46th, 47th, 48th, 49th, 50th, 51st, 52nd, 53rd, 54th, 55th, 56th, 57th, 58th, 59th, 60th, 61st, 62nd, 63rd, 64th, 65th, 66th, 67th, 68th, 69th, 70th, 71st, 72nd, 73rd, 74th, 75th, 76th, 77th, 78th, 79th, 80th, 81st, 82nd, 83rd, 84th, 85th, 86th, 87th, 88th, 89th, 90th, 91st, 92nd, 93rd, 94th, 95th, 96th, 97th, 98th, 99th, 100th)

SAN FRANCISCO via Shanghai, Japan Ports & Honolulu.
SIBERIA MARU (Call Los Angeles) Tuesday, 26th Mar.
TAIYO MARU Tuesday, 26th Mar.
LONDON via Singapore, Suez, Marseilles & Ports.
ATSUBA MARU Saturday, 10th Mar.
KASHIMA MARU Saturday, 24th Mar.
SYDNEY & MELBOURNE via Manila & Ports.
TANGO MARU Wednesday, 21st Mar.
AKI MARU Wednesday, 28th Mar.
BOMBAY via Singapore, Penang & Colombo.
MYORAN MARU Thursday, 1st Mar.
SADO MARU Saturday, 10th Mar.
SOUTH AMERICA (West Coast) via Japan, Honolulu, Los Angeles, Mexico and Panama.
ANYO MARU Thursday, 15th Mar.
SOUTH AMERICA (East Coast) via Singapore, Cape Town & Ports.
KAWACHI MARU Wednesday, 29th Feb.
NEW YORK and/or BOSTON via PANAMA.
TAKETOYO MARU Saturday, 10th Mar.
LIVERPOOL via Singapore, Colombo, Port Said & Ports.
LYONS MARU Saturday, 10th Mar.
CALCUTTA via Singapore, Penang & Rangoon.
YAMAGATA MARU Saturday, 3rd Mar.
NAGASAKI, KOBE & YOKOHAMA.
AKI MARU Friday, 16th Mar.
SHANGHAI, KOBE & YOKOHAMA.
NAGANO MARU (Moj direct) Wednesday, 29th Feb.
HAKODATE MARU (Moj direct) Friday, 2nd Mar.
AWA MARU Saturday, 3rd Mar.
SUWA MARU Monday, 5th Mar.
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For further information, apply to—
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THE EAST ASIATIC CO., LTD.

COPENHAGEN.

The M.S. "JAVA"

will be leaving for PORT SAID, MARSEILLES, HAVRE, DUNKIRK, ROTTERDAM, AMSTERDAM, HAMBURG, COPENHAGEN and other SCANDINAVIAN & BALTIC PORTS. On or about 5th March.

Further Sailings	Loading for Shanghai and Japan Ports on	Loading for Continental Ports on
M.S. "Australia"	—	25th March
M.S. "Asia"	—	5th April
M.S. "Afrika"	28th March	30th April
M.S. "Malaya"	27th April	31st May
M.S. "Danmark"	25th May	30th June

Optional Bills of Lading issued to United Kingdom Ports.

For further particulars, please apply to—

JOHN MANNERS & CO. LTD.

Shipping News

Daily Statement, Waterfront News, etc.

YESTERDAY'S FREIGHT RETURNS.

NORMAL CARGOES.

FIFTEEN ARRIVALS.

There were only fifteen arrivals and 8 departures during the 24 hours ended at 9 a.m. yesterday but the general freights imported remained normal. Freight for ports beyond the Colony were, however, higher than the previous day. The total amount of general merchandise for Hong Kong was 14,000 tons, of which two British vessels contributed only 1,263 tons. The two best returns were from the s.s. *Prophet* (Norwegian) and the *Tai Fook Sing* (Chinese) both from Saigon with cargoes of rice. The former discharged 2,400 tons while the latter had 2,250 tons.

Through freights increased slightly and amounted to 16,130 tons, of which only one British steamer carried 1,403 tons. The two best returns were from the *Yaguma Maru* (Japanese) and the *President McKinley* (American). The former arriving from Calcutta and Saigon carried 1,518 tons, and the latter from San Francisco and Shanghai carried 3,500 tons.

The arrivals and departures during the period under review were as follows:—

	Arr.	Dep.
British	3	4
American	2	0
French	1	0
Norwegian	1	0
Japanese	3	3
Chinese	3	1
Total	15	8

VESSELS EXPECTED.

Australian-Oriental Line.

Triping, Mar. 8th.
Change, April 6th.

Bank Line.

City of Adelaide, to-morrow.
City of Durham, March 16th.
City of Dunkirk, Mar. 17th.
City of Bombay, April 10th.
City of Hongkong, April 11th.
City of Canton, April 14th.
City of Calcutta, April 14th.
City of Rangoon, May 4th.
City of Singapore, May 12th.
City of Chester, May 25th.
City of Tokyo, June 5th.
City of Cardiff, June 22nd.
City of Peking, July 7th.

Ben Line.

Bengloe, March 5th.

British-India and Apear Line.

Takling, to-day.
Tilawa, March 4th.
Shirala, March 7th.
Tatma, March 18th.
Santika, March 19th.
Takeda, March 28th.
Talamba, April 9th.

Canadian Pacific Line.

Empress of Russia, March 5th.
Empress of Asia, March 15th.

Dodwell & Co.

Romulo, to-morrow.
Tugela, March 9th.
Bolton Castle, March 25th.
Fenicia, March 29th.
Toldeo, April 12th.

East Asiatic Co., Copenhagen.

Afrika, Mar. 26th.
Malaya, April 27th.
Danmark, May 25th.

Bliss-Pennel Line.

Achilles, to-morrow.
Polyphemus, March 2nd.
Calchas, March 6th.
Sarpedon, March 7th.
Trepan, Mar. 18th.
Rheus, March 20th.
Menelaus, March 25th.
Eurylochus, Mar. 27th.
Automedon, April 1st.
Patroclus, April 5th.
Protesilaus, April 10th.
Phemius, April 11th.
Agamemnon, April 15th.
Knight Companion, April 21st.
Orestes, April 22nd.
Laomedon, April 24th.
Diomed, April 29th.
Talthybius, May 1st.
Neoptolemus, May 2nd.
Antenor, May 9th.
Meriones, May 9th.
Karmala, May 13th.
Helenus, May 13th.
Teucer, May 22nd.
Perseus, May 25th.
Pyrrhus, May 30th.
Hector, May 31st.
Aeneas, June 27th.
Lycan, July 25th.

Eastern and Australian Lines.

Tanda, to-day.
St. Albans, Mar. 5th.
Arifura, April 2nd.

Glenn Line.

Glenn, Mar. 2nd.
Carmarthenshire, March 7th.
Glenagarry, March 20th.
Glentara, April 6th.

Hamburg-America Line and

Hugo Stinnes Line.
Emil Kirdorf, to-morrow.
Havelland, March 4th.
Havestien, March 7th.
Scheer, Mar. 12th.
Carl Legien, March 30th.
Adolf von Beyer, April 3rd.

Java-China-Japan Line.

Tijdelmet, to-day.
Tijaroc, to-morrow.
Tijkarang, March 5th.
Tijmanoeck, March 18th.
Tijtiwong, March 19th.
Tijbudan, March 15th.
Tijdonari, March 15th.

Messageries Maritimes.

Portline, to-morrow.
Paul Lecat, Mar. 13th.
D.P. Benoit, Mar. 24th.
Andre Lebon, Mar. 27th.
Chenonceaux, April 10th.

Nippon Yusen Kaisha.

Maroran Maru, March 2nd.
Siberia, March 4th.
Suwa Maru, March 4th.
Taketoyo Maru, March 9th.
Swedish East Asiatic Co., Ltd.
Sumatra, March 10th.

Peninsular and Oriental.

Mongolia, to-morrow.
Nagore, Mar. 11th.
Mantua, March 15th.
Lahore, March 18th.
Mared, Mar. 29th.
Jeypore, April 8th.
Kashgar, April 12th.
Malwa, April 29th.
Novara, May 7th.
Delta, May 10th.
Rangpura, May 24th.
Nankin, June 4th.
Khyber, June 7th.
Rawalpindi, June 21st.
Kashmir, July 18th.
Rajputana, August 2nd.
Kalyan, August 2nd.

Norddeutscher Lloyd, Bremen.

Order, March 2nd.
Fulda, March 2nd.
Angir, March 23th.
Trier, April 8th.

Prince Line.

Malayan Prince, Mar. 18th.
Asiatic Prince, April 13th.

DAILY WATERFRONT NEWS.

JAPANESE CAPTAIN TAKES TOO MANY PASSENGERS.

[BY LONGHOREMAN.]

At the Marine Court yesterday morning the adjourned case against the master of the *Nishin Maru* charged with carrying more than 12 passengers without a licence, was resumed before Commander G. F. Hole. A representative of the ship's Agents was present on behalf of the Captain.

The defendant pleaded guilty stating that this was his first visit to Hong Kong and that he was not aware of the regulations. His Worship pointed out that this was no excuse for evasion as the law relating to passengers was international. The defendant was fined \$100 with the alternative of 3 months' imprisonment.

Japanese Vessel Goes Ashore.

Wireless news was received last night to the effect that the s.s. *Kinko Maru* had gone ashore on the rocks in the vicinity of Tournabout Island during a fog. The approximate position given was Latitude 23° 30' North, and Longitude 110° 50' East. The local Agents, Messrs. Mitsui Bussan Kaisha inform us that no further news has yet been received, but it is presumed that the vessel is not in danger, as no assistance has yet been despatched. The vessel was en route to Hong Kong from northern ports.

"San Nam Hoi" Reloats.

Following the report of the strandings of the river steamers *Kwang Fook Cheung* and the *San Nam Hoi*, the former has arrived in Hong Kong, and docked at Shamshui for survey. It is understood that the vessel is not seriously damaged.

The *San Nam Hoi* was sighted by the *Tai Lee* on Sunday night off Swatow, and after an interchange of signals between the two ships the passengers on the stranded vessel were transferred in three junks to the *Tai Lee*. A British man-of-war was seen standing by. On her trip down to Hong Kong the *Tai Lee* again sighted the *San Nam Hoi* proceeding towards her destination—Kongmoon, and it is presumed that the vessel had reloaded without assistance.

"Telemachus" Reports Two Casualties.

The Master of the s.s. *Telemachus* (British) arriving here from Saigon reports two deaths of Chinese deck passengers, one male and a female. The cause of death is not known.

Run Aground.

The s.s. *Ichang* arriving here from Canton yesterday reports having gone aground in Canton River whilst on her way here.

Casualty On Voyage.

The master of the s.s. *President McKinley* arriving here from San Francisco and Shanghai reported two cases of double pneumonia and hemorrhage during the voyage.

Asiatic Deck Passengers.

Asiatic deck passengers arriving in the Colony during the 24 hours ended at 9 a.m. yesterday numbered 1,366.

BANK LINE LTD.

AGENTS FOR

ELLERMAN & BUCKNALL S.S. CO., LTD.

SAILINGS SUBJECT TO ALTERATION WITHOUT NOTICE.

UNITED KINGDOM & CONTINENT

"CITY OF MADRAS" ... Harve, London, Rotterdam & Hamburg ... 25th March
"CITY OF GLASGOW" ... Harve, London, Rotterdam & Hamburg ... 24th April
"CITY OF EASTBOURNE" ... Harve, London, Rotterdam & Hamburg ... 26th May

AUSTRALIA SINGAPORE/AUSTRALIA AUSTRAL-INDIES LINE

"KAZEMBE" ... Leaves Singapore ... 7th May

For FREMANTLE, ADELAIDE, MELBOURNE & SYDNEY.

Through FREIGHT and PASSENGER bookings from HONG KONG in conjunction with "ELLERMAN" Line or other services.

BOSTON, NEW YORK & BALTIMORE

"CITY OF DURHAM" ... via Suez Canal ... 20th March
"CITY OF DUNKIRK" ... via Suez Canal ... 24th April
"CITY OF CARLSLE" ... via Suez Canal ... 18th May

ALSO AGENTS FOR

ANDREW WEIR & CO.

SERVICES TO

BOSTON & NEW YORK

"BIRCHBANK" ... via Suez Canal ... 25th March

MAURITIUS & SOUTH AFRICA

"TINHOW" ... 20th April

Loading for Mauritius, Delagoa Bay, Durban, East London, Algoa Bay (Port Elizabeth), Mossel Bay and Capetown.

Through Bills of Lading issued to Beira, Quilimane, Rio, Port Amelia, Mozambique, Chinde, Inhambane, Zanzibar, Mombasa, Kilindini, Port Molloth, Ludenda Bay, Walvis Bay and Madagascars.

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P. & O. British India Apear and Eastern & Australian Lines

(COMPANIES INCORPORATED IN ENGLAND).

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STRAITS, JAVA, BIRMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST AFRICA, AUSTRALIA, INCLUDING NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT, CONSTANTINOPLE, GREECE, LEVANTINE PORTS, EUROPE, ETC.

PENINSULAR AND ORIENTAL FORTNIGHTLY DIRECT ROYAL MAIL STEAMERS.

(Under Contract with H.M. Government.)

Steamship	Tons	From Hongkong (about)	Destination
"MACEDONIA"	11,120	3rd Mar.	Marseilles and London.
"ALFIORE"	5,273	7th Mar.	Straits, Colombo & Bombay.
"KHYA"	9,138	10th Mar.	Marseilles, London and Antwerp.
"KASHMIR"	9,983	17th Mar.	Marseilles, London and Antwerp.
"KARMALA"	9,123	18th Mar.	Marseilles and London.
"MIBZAPORE"	8,715	27th Mar.	Straits, Colombo & Bombay.
"MANTUA"	10,946	31st Mar.	Marseilles and London.
"KALYAN"	9,144	7th April	Marseilles, London and Antwerp.
"MONGOLIA"	16,504	14th April	Marseilles and London.
"NAGORE"	5,283	21st April	do.
"MOREA"	10,983	28th April	do.
"KASHGAR"	9,066	12th May	Marseilles, London and Antwerp.
"JEYPORE"	5,318	18th May	Marseilles and London.
"MALWA"	10,988	28th May	Bombay, Marseilles and London.
"DELTA"	8,997	3rd June	Marseilles, London and Antwerp.
"NOVARA"	9,989	16th June	Marseilles and London.
"RANPURA"	16,601	23rd June	Bombay, Marseilles and London.
"KHYBER"	9,114	7th July	Marseilles, London and Antwerp.
"NANKIN"	7,058	14th July	Marseilles and London.
"RAVALPINDI"	16,619	21st July	Bombay, Marseilles and London.
"KASHMIR"	8,988	4th Aug.	Marseilles, London and Antwerp.
"RAJPUTANA"	16,668	18th Aug.	Bombay, Marseilles and London.
"KALYAN"	9,144	1st Sept.	Marseilles, London and Antwerp.
"MALWA"	10,988	16th Sept.	Marseilles and London.

* Cargo only.

† Passengers to Singapore only. Limited accommodation available for 2nd class passengers from Hong Kong to London.

Frequent connections from Port Said for Passengers and Cargo to Constantinople, Pirana, Smyrna, and other Levant Ports by steamers of the Khedivial Mail Steamship Co.

BRITISH INDIA-APCAR SAILINGS

"TILAWA"	10,006	6th Mar.	Singapore, Penang & Calcutta
"TALMA"	10,000	20th Mar.	do.
"TAKLIWA"	7,936	26th Mar.	do.
"SHIRALA"	7,241	30th Mar.	do.

B.I.—Apcar Line steamers have excellent accommodation for 1st and 2nd class passengers. All steamers are fitted with wireless and carry a qualified surgeon.

EASTERN AND AUSTRALIAN SAILINGS (SOUTH)

"TANDA"	6,956	2nd Mar., 4 p.m.	Manila, Sandakan, Thursday
"ST. ALBANS"	4,508	8th Mar.	Island, Townsville, Brisbane, Sydney and Melbourne.
"ARAFURA"	6,000	4th Mar.	do.

* Calls Port Holland.

Regular Monthly Sailings from Hong Kong to Japan & Hong Kong to Australia. The E. & A. S.S. Co., Ltd. steamers will also call at Shanghai, Hanoi, Cebu, Kolambangan, Tawao, Timor, Durwin, or other ports en route as indicated on cards.

Frequent connections from Australia with the following—
The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand
Vancouver, San Francisco, etc.

The P. & O. Royal Mail Steamers to London via Suez Canal.
The P. & O. Branch Service of Steamers to London via the Cape.
The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI AND JAPAN

"MONGOLIA"	16,504	2nd Mar.	Shanghai, Kobe & Yokohama.
"TAKLIWA"	7,936	2nd Mar.	Amoy, Shant, Moji, Kobe & Osaka.
"ST. ALBANS"	4,508	6th Mar.	Moji, Kobe, Osaka & Yokohama.
"SHIRALA"	7,241	9th Mar.	Amoy, Moji, Kobe & Osaka.
"KASHGAR"	9,066	12th Mar.	Shanghai, Moji, Kobe & Yokohama.
"MANTUA"	10,946	16th Mar.	Shanghai, Moji, Kobe & Yokohama.
"LABORE"	5,252	19th Mar.	Shanghai, Moji, Kobe & Yokohama.
"SANTIA"	7,754	21st Mar.	Amoy, Moji, Kobe & Yokohama.
"TAKADA"	9,949	23rd Mar.	Amoy, Moji, Kobe, Osaka & Yokohama.
"MOREA"	10,983	30th Mar.	Shanghai, Moji, Kobe & Yokohama.
"ARAFURA"	6,000	8rd April	Moji, Kobe, Osaka & Yokohama.
"JEYPORE"	5,318	10th April	Shanghai, Moji, Kobe & Yokohama.
"TALAWA"	9,018	11th April	Amoy, Shant, Moji, Kobe & Osaka.
"KASHGAR"	9,006	13th April	Shanghai, Moji, Kobe & Yokohama.
"TILAWA"	10,006	21st April	Amoy, Moji, Kobe & Yokohama.
"MALWA"	10,988	27th April	Shanghai, Moji, Kobe & Yokohama.
"TANDA"	6,956	8th May	Moji, Kobe, Osaka & Yokohama.
"NOVARA"	9,989	8th May	Shanghai, Moji, Kobe & Yokohama.
"DELTA"	8,997	11th May	do.
"RANPURA"	16,601	20th May	Shanghai, Moji, Kobe & Yokohama.
"NANKIN"	7,608	4th June	Shanghai, Moji, Kobe & Yokohama.
"KHYBER"	9,114	8th June	do.
"RAWALPINDI"	16,819	21st June	Shanghai, Moji, Kobe & Yokohama.
"KASHMIR"	8,985	28th July	Shanghai, Moji, Kobe & Yokohama.
"KALYANANA"	9,964	20th Aug.	Shanghai, Kobe & Yokohama.
"KALYAN"	9,944	28rd Aug.	Shanghai, Moji, Kobe & Yokohama.
"MALWA"	10,988	17th Aug.	do.
"KASHGAR"	9,005	31st Aug.	do.

